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CHANGES IN THE PEERAGE.

THE HOUSE OF LORDS IN 1928.

The House of Lords' membership
at the close of 1928 was 715. Seven
Peers have become extinct,
there is one fewer Irish Repre-
sentative Peer, 10 new Peers
have been added, four minor Peers
have come of age, and three suc-
ceeding Peers are minors.

Including the Earl of Mayo, an
Irish Representative Peer, who died
on the last day of 1927, and whose
death was not included in last
year's figures, 31 members of the
House of Lords died during 1928.

The following is the list:

The Dukes of Newcastle and
Richmond and Gordon.
The Marquess of Lincolshire.
The Earls of Abingdon, Dalhousie,
Durham, Erroll, Harrington,
Mayo, Munster, Oxford and As-
quith, and Warwick, and Earl
Haig.

Viscounts Cave, Colville, Hal-
dane, and Halden.

Lords, Braye, Buckland, Car-
nock, Cloncurry, Dalziel, Eversley,
Glanusk, Glenarthur, Lambourne,
O'Neill, Sackville, Sinks, Strath-
clyde, and Tennyson.

The Earl of Clonmell, who also
died, was an Irish Peer who had not
a seat in the House, and who had
unsuccessfully contested Rugby in
1910. The list is an impressive one,
including as it does a Field-
Marshal, a Prime Minister, two
Lord Chancellors, a Governor of the
Commonwealth of Australia, an
Ambassador, and five Cabinet
Ministers.

By the death of the Earl of
Mayo, an Irish Representative Peer,
that gradually diminishing body of
28 is now reduced to 22.

Important Changes.

Alterations on the Episcopal
Bench entitle the Bishops of Salis-
bury and Coventry to seats in the
House. Archbishop Davidson's re-
signation caused the following
changes: He was succeeded at Can-
terbury by the Archbishop of York,
whose successor is Dr. Temple,
Bishop of Manchester. Dr. War-
man, Bishop of Chester, goes to
Manchester. The other vacancy
was caused by the resignation of
the Bishop of Wakefield. The re-
signation of an Archbishop of Can-
terbury is an unprecedented occur-
rence, and it is believed that no
previous English Primate has re-
ceived a Peerage. There are, how-
ever, three instances of Irish Arch-
bishops receiving Irish Peerages.

By the deaths of Viscounts Cave
and Haldane and Lords Buckland,
Dalziel, Eversley, Lambourne, and
Strathclyde, these titles have be-
come extinct. Lord Cave was to
have received an Earldom but died
before the honour was gazetted.
By the death of the Marquess of
Lincolshire, whose only son, Vis-
count Wendover, was killed in the
war, that Marquessate, with the
Carrington Earldom and the Wen-
doover Viscounty, became extinct,
but the two Carrington Baronies

A 600-YEAR-OLD GAME.

THE

HONGKONG

QUAINT LINCOLNSHIRE

SURVIVAL.

FORERUNNER OF RUGGER.

Hundreds of people assembled at
the quaint Lincolnshire village of
Haxey recently to see the playing
of the 600th annual game of
"Haxey Hood." The game closely
resembles football, and is stated to
be the forerunner of the present
Rugby game.

It is the survival of an ancient
custom, perhaps dating from Pagan
times, and tradition says that it is
a yearly memorial to Lady Mow-
bray, whose family were Lords of
the Manor for generations.

The "hood" is a piece of sack-
cloth about two feet long, shaped as
a Rugby ball.

"House Against House."

At two o'clock the game began
with a procession to a time-worn
memorial standing some yards from
the beautiful new War Memorial
recently erected. Wearing a red
coat, a hat bedecked with flowers,
and carrying a wand, William John-
son and twelve "boggans" with a
fool, gaily attired, proceeded from
the memorial to a field on the
hillside.

All and sundry were invited to
take part in the game, and the
hood was thrown into the air by
Capt. H. Crookshank, the local
M.P. The cry was raised: "House
against house, town against town;
if you meet a man knock him
down."

The fun went on until dusk.
High and low, rich and poor took
part, and the game ended when the
hood reached a certain part of the
parish. Great festivities followed.

FLYING TO THE RACES.

DONCASTER'S LEAD.

Doncaster is to have its own
aerodrome, and arrangements are
to be made by which racers can
fly to Doncaster racecourse from
all parts of England.

This will be the outcome of the
decision of the Town Council to
adapt land for a municipal aerodrome.
The Council has informed the
Air Ministry of its intentions.
Apart from its use as a station
for those who employ aircraft for
racing, an aerodrome at Don-
caster should prove important as
a junction for air lines from the
north.

The response to the Air Minis-
try's letter recommending the estab-
lishment of local aerodromes has
been extremely good, and aerodromes
are now being planned or are actually
in course of construction at most of
the key positions.

A number of new pilots have been
engaged by Imperial Airways in
preparation for the opening in
April of the 5,000-mile air mail
route connecting London and India.
A fleet of Armstrong Siddeley air-
liners is being constructed for use
on this new Empire air route,
which will bring India within six
days of London.

Diary of Coming Events.

To-day.

(February 12th.)

Shrove Tuesday.

Hockey: Y.M.C.A. 1st XI. v.

H.K.S.R.A. 2nd XI, King's Park,

6 p.m.

Queen's Theatre: "Becky."

World Theatre: "Chang."

Star Theatre: "A Certain Young

Man."

Tea Dances: H.K. Hotel and

Peninsula Hotel, 4.30 p.m.

Dinner Dances: King Edward

Hotel, 8 p.m.; Peninsula Hotel,

8.30 p.m.

European Mails:—Outward:

Europe via Marseilles (Sphinx),

noon.

Wednesday.

(February 13th.)

Ash Wednesday.

Cricket:—Second Division: Royal

Navy v. Royal Engineers.

Queen's Theatre: "Becky."

World Theatre: "Chang."

Star Theatre: "A Certain Young

Thursday.

(February 14th.)

Hockey: Y.M.C.A. 2nd XI. v.

K.O.S.B. Sergeants, King's Park,

5 p.m.

H.K. Branch R. Artillery Asso-

ciation: annual general meeting,

R.E. Theatre Wellington Barracks,

6 p.m.

Y.M.C.A. Whist Drive, 9 p.m.

Queen's Theatre: "Revenge."

World Theatre: "Rosita."

Star Theatre: "The Dove."

Tea Dances: H.K. Hotel and

Peninsula Hotel, 4.30 p.m.

Dinner Dances: Peninsula Hotel,

8.30 p.m.

Friday.

(February 15th.)

Christian Fellowship Meeting,

Helena May Institute, 10.20 a.m.

Star Ferry Co. 31st Ordinary

annual meeting, J. & M. Board

Room, 12.30 p.m.

"La Argentina" Theatre Royal,

9.15 p.m.

Saturday.

(February 16th.)

H.K. Realty and Trust Company,

annual general meeting, Exchange

Building (2nd floor), noon.

Bank of East Asia, 10th Ordinary

meeting of shareholders, China

Mercantile Club (6th floor, China

Building), 3 p.m.

Interport Dinner: Savoy Hotel,

8 p.m.

Farewell Concert to Mrs. Luard,

City Hall, 8 p.m.

Cricket:—First Division: Royal

Navy v. Civil Service, Hong Kong

C.C. v. Kowloon C.C. Second

Division: Indian R.C. v. Chinese

R.C. (F.),

Queen's Theatre: "Revenge."

World Theatre: "The Wizard."

Star Theatre: "The Kid

Brother."

Tea Dances: H.K. Hotel and

Peninsula Hotel, 4.30 p.m.

Dinner Dances: King Edward

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THE WOMAN'S CORNER.

DON'T ENVY THE TALL WOMAN.

[By A WOMAN F 571. 101N.]

I see that some little woman has been grumbling because of her lack of inches. What wouldn't I give to be just five-feet high!

I wonder if the petite grumbler can realise what an ordeal entering a crowded room becomes, when you know that conversation will suddenly cease and all eyes will be upon you until you have hurriedly dropped into the nearest chair. And that later, as you rise from your low seat, they will watch you unfold with amazement, wondering when you are going to leave off getting up.

The little woman can thank her inches that never has she had to waste a whole day vainly striving to buy a ready-made frock. No, she has a "Small ladies' department" all to herself.

But what is her big sister! For hours she is pulled and pushed in and out of sheath-like garments till her head resembles a hedgehog and her nose is nearly torn from her face.

But nothing fits. Either all the sleeves are so short and tight that her hands look more than ever like hams, or else, if the top part will do, the skirt leaves a gap between the bottom and the top of her stockings.

And what of shoes and gloves? "Size 3! Oh, no, no, no. We don't keep anything larger than 7's. They may have something in the men's!"

The fluffy little woman gets all the fun. We are always expected to be dignified and serious or else thick-skinned and masculine. Why will men always take it for granted that we are interested in politics or smoking-room stories or

their matrimonial troubles when we'd much rather dance and be frivolous.

But then the difficulty rises about partners. Little men crop up continuously. If for once a man of six feet two or so does appear on the scene, and we begin to fancy there is a chance of being soft and feminine and clinging and dependent without looking ridiculous, sure enough some dainty little piece of Dresden china will appeal to his protective instinct and carry him off before our eyes.

As for games and sports, we are never supposed to get tired. Men think we can do 36 holes without turning a hair. They choose us to partner them at tennis because we have a long reach, and then are disgusted if at the end of the afternoon our erratic service lets them down. They forget that we are really women, and haven't the strength of men, even though we may have their proportions.

When we sit in the stalls people fall over our feet and frown at us because we can't sit back any further in our seats. We have to sit sideways in omnibuses. We can't stand in one without ruining our hats on the roof. No man offers us his seat, we look so big and strong.

The steering wheel of every small car we should like to buy gets jammed between our knees and chest.

Our feet get cold at night because our bed-clothes simply refuse to stay tucked in at the foot.

But the hardest trial of all is that, through no fault of our own, instead of sympathy all we get from our own sex is envy, anger, and jealousy because we command attention wherever we go.

Health Talks.

DEAFNESS PRODUCERS.

The presence of adenoids and diseased tonsils during childhood predisposes an individual to deafness, in the medical experience of Dr. John McCoy of New York. Diseased tonsils and adenoids make the child liable to frequent colds, inflammation from which spreads from the nose and throat through the eustachian tube to the middle ear, he says.

The acute infectious diseases of childhood form by far the greatest part of the causes of deficient hearing and deafness at this stage of life, in his observation. Particularly is this true if the child has adenoids and diseased tonsils.

"Deafness produced, under such conditions, may be by scarlet fever, measles, diphtheria, chicken-pox, mumps, and whooping cough," says Dr. McCoy. "With each and every one, especially the first three diseases, there occurs an inflammation in the nose and throat that tends to spread through the eustachian tube to the middle ear and there form abscesses that may run for a short time, or for years.

"Since these diseases are such important causes of deficient hearing and deafness, how may they be prevented? The answer is by practising the well-known measures which will prevent these diseases.

"For the prevention of diphtheria, every child should have the Schick test, and then toxin-antitoxin if the first test shows that the child may acquire the disease.

"For scarlet fever prevention, every child should have the Dick test and Dick vaccine, if necessary, or Dochez serum.

"For measles prevention, we have as yet no test, but the idea seems to be gaining ground that if a child is exposed to measles and we then administer the serum from a child who is convalescent from measles, we bring on a very mild form of the disease and confer immunity in later life."

THESE CHILDREN OF OURS.

THE SPOILED CHILD.

"A child's behavior," declares a noted psychiatrist, "always is significant. Frequently also it is prophetic."

Certainly this is true of the spoiled child's behavior. A spoiled child is one who is habitually indulged, says Dr. George K. Pratt of La Crosse, Wisconsin. "He is exempted from wholesome, needful discipline and from reasonable responsibility. This means he is being allowed to grow up expecting that the world will give him the same liberties and concessions he received from his mother and father.

"Who spoils the spoiled child? His parents, of course. Why? Maybe his mother or father was subjected to unusually harsh treatment when young. If so, they probably determined, naturally but unwisely, that their child would be treated with all the kindness they

lacked. This is all right if it is not over-done.

"Maybe a child is spoiled because his parents are out of harmony with one another and each is trying, by being superlatively 'good' to the child, to win its affections away from the other. A mean and sordid reason, to be sure. But after all, 'parents are people'—and people often are motivated by mean and sordid reasons.

"Possibly the spoiling is caused by 'nervous' parents whose 'nerves' are so delicate they would rather give in to unreasonable demands or arrogant behavior than to insist on wholesome discipline. Such parents purchase temporary peace, but they pay heavily later on when the child's success in life is lessened because of the handicap of a personality marked by fretfulness, domineering, or sulkiness. A 'nervous' parent is a sick parent. Better seek help from a doctor skilled in treating emotional disorders."

OLD-WORLD BEAUTY SECRETS.

COLD WEATHER CREAM.

A good winter cream is made by taking three lettuce heads and the young and tender green leaves from three sticks of well-frosted celery and soak them in boiling water for twenty minutes.

Now beat to a pulp and strain to extract the juice. To each three ounces of the juice add two ounces of white wax, two ounces of spermaceti, and six ounces of oil of sweet almonds. Stand the wax and spermaceti in a jar in hot water until melted, then add the oil and the vegetable juices. After stirring well, put aside to cool and set.

This cream is delightful to use, toning up the skin quickly so that the complexion can combat the effects of cold and rain. Moreover, the cream is cheap and economical, and it keeps indefinitely.

WHITE DINNER DRESS.



Dinner gown of either white mousseline or white flax crepe which may have white cord shoulder straps after the Chanel manner.

YOUR HOME AND MINE.

DO YOU LIKE HONEY?

Honey is popular because of its delicious flavour and aroma, and tempting appearance; but it has a still more valuable virtue in that it is a very easily assimilated form of sugar, of which it contains about 70 per cent. This is a mixture of half and-half grape-sugar and fruit-sugar and fruit-sugar, and is known as "invert" sugar.

As invert sugar crystallises with difficulty, good honey is translucent and has perfectly clear edges, with no trace of crystallisation.

Honey bought in the comb is more aromatic than that which has been extracted for some time. Granulated extracted honey should have a fine, even grain and be creamy white in colour.

Fruit is another source of invert sugar, of which dried fruits, figs, dates, raisins, and currants contain from 67 to 70 per cent. Fresh fruit contains from 15 per cent. downwards, though nectarines, pineapples, oranges, apples, and some plums contain cane-sugar, or sucrose, as well. Generally speaking, sugar as it occurs naturally in fruit is in the best condition for easy assimilation.

100 Per Cent. Food.

Cooking with acids will change sucrose to invert sugar, so that white or brown sugar added to stewed fruit before cooking is made more digestible.

Molasses, treacle, and golden syrup contain both sucrose and "invert" sugar. Brown sugars contain a little invert sugar and also a trace of water, so that they are less sweet than white sugar, which is 100 per cent. food, one knob of which will provide twenty calories of heat-energy.

Sugar provides the body with heat and energy, the wherewithal to do work; and it also fattens; but it does not build or repair the body. It is very quickly absorbed and utilised, especially when hard physical work is being done, hence the restorative effects of sweet drinks, chocolate, and toffee, in relieving muscle fatigue.

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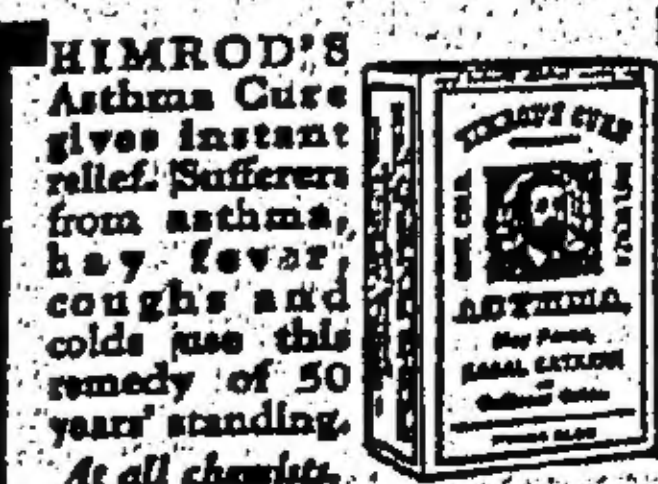
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HONG KONG.

CRICKET.

H.K.C.C. v. UNITED
SERVICES.

GREAT VICTORY FOR CLUB.

The annual United Services match took place on the Club ground yesterday in excellent weather from the cricketers' point of view, as it was reasonably warm while not oppressively so. The match was due to be continued to-day but owing to a surprising collapse of the Services' batting all was over at a quarter past five yesterday. It is, I think, the first occasion I can remember on which a match of this importance has been definitely concluded in a single day. But it must be remembered that the start was at 10.45 a.m. sharp and that a strict 45 minutes was taken for lunch and no more! The interval fell between innings. Altogether there was well over 5 hours cricket played.

Hancock won the toss and it later proved this was even more of an advantage than usual. Pearce and Hayward opened. Pearce and Wyatt, at the Gavicks end, the start was not too encouraging as with ten on the board Hayward tried to turn one from Baker that he obviously thought pitched clear of his leg stump. He missed it, and was l.b.w. Pearce and Sayer then batted very doggedly and took the score to 57 when Sayer called his partner for, rather a short one on the off and Baker from mid-off threw down the wicket. It was most unfortunate as Pearce had just settled down and looked safe for a big score. Then ensued the biggest stand of the innings and the brightest cricket of the day. Owen Hughes started very slowly but afterwards got going and hit a big six off a very long hop from Wyatt who was bowling now from the Naval Yard end. "Actually the ball slipped out of his hand. Sayer had also put him out of the ground and runs began to come fast. Musson who had fielded excellently at cover in the earlier part of the innings bowled very well for a time. Owen Hughes however had one bright over with him in which he had a six and two fours.

Wickets Fall Quickly.

Then however ensued a collapse. Sayer completed his fifty, and two runs later was deceived by a slower one from Baker and yanked. Musson almost immediately after bowled Owen Hughes with one that seemed to pitch on the leg stick and take the off, the batsman playing inside it. Four wickets were now down for 132 but worse was to come. Baker, varying his pace well and coming across from leg had the batsmen in difficulties. Mitchell, who was trying to hit, slipped and was caught in the slips. Lightfoot got hold of and was magnificently caught by Mott who ran about twenty yards at deep long and took the ball at full stretch. (144-6-5). Parker was smartly taken in the box, and Bonnar mistimed another of Baker's, and was caught at mid-ball. Thus eight were down for 158. However, Lightfoot, and Dowler managed to take the score to 182 when Dobbie got one past the latter's defence, and Bowker was taken at short leg off his first ball.

The Services Collapse.

Evers and Mott opened to Bowker and Parker and 20 went up without incident, save a couple of pretty fours through the covers by Mott off short balls of Parker's. At that time it seemed the Club's 182 was none too safe a total. But then came a most dramatic change. Mott put one of Parker's, which he should have left alone, into second slip's hands. Parkhurst was out in the same over to a fine catch low down by Sayer at cover-point. (24-2-5). Worse was to follow. Pearce took Evers at the wicket off Bowker, a very fine catch, and Sillitoe gave a very hard chance to Bowker in the box off Parker. By dint of lying at full length on his face the fieldman took it. Thus four wickets had fallen for no runs. Six runs later Dobbie drove Bowker very hard and was brilliantly caught by Hayward at wide mid-off. Musson was then caught off by Parker by Lightfoot who was fielding deep mid-on very straight. (30-6-0). A run later Baker started for what was clearly an impossible run and failed to get home when Gaye sent him back. Gaye held on to the end when he cocked up one from Parker, and was taken by Hayward at mid-off close in. Wyatt had previously been taken at the wicket off Bowker and Singleton in the box off Parker. The Services were thus all out for 47 after having had 24 runs scored when the first wicket fell. Well as Bowker and Parker bowled they had to thank the field for some magnificent catching. Not a man was dropped. Not a catch was dropped until 9 wickets had fallen when a smart chance in the slips was not accepted. The wicket however fell next ball. Parker had 6 for 23 and Bowker 3 for 12.

Services Follow On.

Things were even worse when the Services resumed. Bowker and Parker each bowled 3 maiden overs to start with, and the first run came from a missed catch in the slips. The board read successively 0-1-0; 0-2-0; 1-3-0; 1-4-1. Then Musson and Dobbie gave a glimpse of their true form and hitting quite hard took the score to 33 when Dobbie

misjudged one of Parker's and was l.b.w. in trying to turn it. Bowker then bowled Musson and Baker with successive balls, long hops which kept low. A further stand between Gaye and Wyatt took the score to 78, but after Wyatt was caught low down at mid-on off Bonnar, who had relieved Bowker, the end soon came.

Remarks.

The surprising victory of the Club by an innings and 31 runs was due chiefly to excellent fielding on their part and good bowling on the part of Bowker and Parker who took full advantage of the wicket which crumbled and afforded them a great deal of assistance. Owen Hughes put down a couple at second slip—but he also caught three—two of which were brilliant. I have seldom seen a finer low ball catch than the one with which he dismissed Parkhurst. Pearce and Sayer alone batted really well for the Club. Baker was easily the best of the Services bowling—but it must be remembered that most unfortunately Dobbie could not get away until just before tea. Wyatt might have been bowled less with advantage. He was getting a tremendous lot of spin but I think, sacrificing length to it. Of the 32 bays 28 came from him and they were nearly all balls pitched outside the leg stump and came across sharply from the off; Goodall—who is easily the best keeper in the Colony—was thus un- sighted by the batsman's body and can hardly be blamed for the large number that went.

On paper the Services' batting was most level, but in practice only Gaye and in the second innings Dobbie and Musson, showed any thing of their true form. But it would take uncommonly good bats to make many on that wicket against Parker and Bowker, with the brilliant support they received from their field. Heartiest congratulations to the Club on a very fine performance.

R. ABBOT

Full score and analysis:—

First Innings of H.K.C.C.

A. W. Hayward, l.b.w., b Baker 2
T. E. Pearce, run out 24
G. R. Sayer, b Baker 52
G. R. Sayer, b Musson 28
E. J. R. Mitchell, c Wyatt, b Baker 8
H. R. B. Hancock, c Mott, b Baker 5
J. L. Bonnar, c Singleton, b Baker 7
H. V. Parker, c Sillitoe, b Baker 14
L. J. Lightfoot, not out 14
R. H. Dowler, b Dobbie 6
A. C. I. Bowker, c Singleton, b Dobbie 6
Extras: byes 32, wide 1 33

Fall of wickets:—1/10; 2/57; 3/130; 4/132; 5/144; 6/144; 7/149; 8/156; 9/182; 10/182.

BOWLING ANALYSIS.

O. M. R. W.

Comdr. F. C. Baker, 15, 3, 41, 6

Lt. Col. F. J. C. Wyatt, 21, 4, 57, 0

Bandsman A. Mott, 5, 1, 9, 0

Lt. A. H. Musson, 12, 3, 38, 1

Capt. A. G. Dobbie, 12, 0, 7, 2

*Bowled 1 wide.

First Innings of United Services.

Capt. A. N. Evers (R.A.P. Corps), c Pearce, b Bowker, 5

Bandsman A. W. Mott (Beds. and Herts. Regt.), c Owen Hughes, b Parker, 11

Mid. K. Parkhurst, R.N., c Sayer, b Parker, 0

Lt. F. G. Sillitoe, R.M., c Bowker, 0

Lt. A. H. Musson, R.A., c Lightfoot, b Parker, 0

Captain A. G. Dobbie, (K.O.S.B.), c Hayward, b Bowker, 2

Major D. S. Gaye, (Beds. and Herts. Regt.), c Hayward, b Bowker, 12

Comdr. F. C. Baker, R.N., run out, 0

Lt. Col. F. J. C. Wyatt, R.N., c Bowker, 2

Sub-Lieut. C. H. Singleton, R.N., c Bowker, 2

Pte. S. Goodall, (Beds. and Herts. Regt.), not out, 12

Extras: byes 8, leg byes 4, 12

Fall of wickets:—1/24; 2/94; 3/24; 4/24; 5/30; 6/30; 7/31; 8/35; 9/44; 10/47.

BOWLING ANALYSIS.

O. M. R. W.

A. C. I. Bowker, 15, 4, 12, 3

H. V. Parker, 12, 1, 23, 6

Second Innings of United Services.

Capt. A. N. Evers, c Bonnar, b Bowker, 0

Bandsman A. W. Mott, b Parker, 0

Mid. K. Parkhurst, R.N., c Owen Hughes, b Bowker, 0

Lt. F. G. Sillitoe, R.M., b Parker, 1

Lt. A. H. Musson, R.A., b Bowker, 26

Capt. A. G. Dobbie, l.b.w., b Parker, 13

Major D. S. Gaye, not out, 29

Comdr. F. C. Baker, R.N., b Bowker, 0

Lt. Col. F. J. C. Wyatt, c Parker, b Bonnar, 13

Sub-Lieut. C. H. Singleton, R.N., c Hayward, b Bonnar, 0

Pte. S. Goodall, c Owen Hughes, b Bonnar, 0

Extras: byes 1, no ball 1, 2

Fall of wickets:—1/0; 2/0; 3/1; 4/1; 5/33; 6/42; 7/42; 8/76; 9/76; 10/94.

BOWLING ANALYSIS.

O. M. R. W.

A. C. I. Bowker, 9, 3, 29, 4

H. V. Parker, 13, 5, 34, 3

J. L. Bonnar, 4, 5, 20, 3

*Bowled 1 no ball.

(Continued at foot of next column.)

FIRST DIVISION.

CIVIL SERVICE C.C. v. UNIVERSITY.

Playing on their own ground, the Civil Service C.C. lost to the University by 54 runs. The visitors batted first but lost three wickets for only 23 runs. A. A. Rumjahn then made 46 which changed the aspect of the game. C. W. Lam followed with 32, and the score amounted to 139 runs. E. W. Hamilton took three wickets for 38 runs.

Civil Service could only reply with 55 runs, of which J. Barrow made 21 and E. J. de Rome 17. A. A. Rumjahn was also in fine bowling form and accounted for 7 wickets for 27 runs.

Score:—

University 139 runs.

C.S.C.C. 55 runs.

SECOND DIVISION.

HONG KONG C.C. v. I.R.C. 2ND.

The Hong Kong C.C. 2nd XI. defeated the Indian R.C. 2nd XI. at Sookunpo by 60 runs. The Club batted first and made 111 runs. J. A. Summers scored 21 not-out and K. H. Batger 20. J. M. A. Rumjahn took 3 wickets for 24 runs. Steady bowling by Val-lack and Summers accounted for the cheap dismissal of the Indians who made only 51 runs. D. Mohamed being top scorer with 21 runs. G. R. Vallack took four for 23 and J. A. Summers took 3 for 13.

Score:—

H.K.C.C. 111 runs.

Indian R.C. 51 runs.

KOWLOON C.C. 2ND v. UNIVER- SITY 2ND.

Playing on their own ground, the Kowloon C.C. 2nd XI. defeated the University 2nd XI. by two wickets. The visitors batted first and made 148 runs. A. Baker contributing 48, not out, and M. B. Osman 29. Geo. Lee took 3 wickets for 26 runs. N. A. E. Mackay (36) gave Kowloon a good start and G. Lee scored 51 runs. H. Overy (16) and D. S. Green (26) made a ninth century stand which realised 34 runs. The side made 171 runs.

Score:—

Kowloon C.C. 171 runs.

University 148 runs.

FRIENDLY MATCHES.

KOWLOON C.C. CRAIGEN- GOWER C.C.

At Happy Valley, Kowloon C.C. defeated the Craigenower by eight wickets. H. P. Lim (23) and A. B. Hanson (24) opened well for the home team, but the remainder of the team failed, and the total was only 93 runs. W. Brace took 3 for 11 and Hirst 3 for 21. W. Brace made 104 not out towards the 210 runs, for 4 wickets made by Kowloon. F. C. Fincher made 36, A. W. Ramsay 26 and F. Goodwin 15 not out. Oliver took three wickets for 41 runs.

Score:—

Kowloon C.C.: 219 for 4 wks.

Craigenower C.C.: 93 runs.

POLICE R.C. v. C.C.C. 2ND XI.

Playing on their neighbour's ground, Craigenower C.C. 2nd XI. defeated the Police R.C. by 11 runs. Craigenower batted first and made 134 runs. Full credit is due to F. Zimmerman who made 87. Randle took six wickets for 75 runs. W. F. Meadows started well for the Police and made 30 runs. Noonan (36) and Hallam (29 not out) were the only other batsmen to make a stand. The side was dismissed for 123 runs. W. K. Way took 4 for 51, and E. B. Hanson 3 for 29 runs.

Score:—

C.C.C. 134 runs.

Police R.C. 123 runs.

LEAGUE TABLES.

The positions in the League to date are:—

Division I.

P. W. D. L. Pts.

Hong Kong C.C. 5 2 0 11

Kowloon C.C. 3 2 3 10

Indian R.C. 5 2 2 12

Royal Navy 5 2 1 12

University 5 2 1 12

Chinese R.C. 6 1 3 13

Civil Service 8 1 3 17

Craigenower 7 1 3 16

Royal Artillery 3 1 0 7

Division II.

P. W. D. L. Pts.

Indian R.C. 2nd 9 1 2 28

H.K.C.C. 2nd 8 0 1 24

R.E. and S. 9 0 2 21

K.C.C. 2nd 10 4 2 21

Recreio 11 4 1 13

R.A.S.C. 8 3 2 11

C.S.C.C. 2nd 9 3 2 11

University 2nd 6 2 2 8

Royal Navy 2nd 6 2 1 13

Police R.C. 10 2 0 8

Electric R.C. 9 0 3 9

R.A.O.C. 5 0 0 5

Fall of wickets:—1/0; 2/0; 3/1; 4/1; 5/33; 6/42; 7/42; 8/76; 9/76; 10/94.

BOWLING ANALYSIS.

O. M. R. W.

A. C. I. Bowker, 9, 3, 29, 4

H. V. Parker, 13, 5, 34, 3

J. L. Bonnar, 4, 5, 20, 3

*Bowled 1 no ball.

YESTERDAY'S GAME.

CRAIGENGOWER v. HONG KONG ELECTRIC R.C.

A team from the Hong Kong Electric Recreation Club were entertained by the Craigenower C.C. yesterday at a friendly cricket match, which ended in favour of the hostesters.

Batting first, the Hong Kong Electric R.C. scored 182 runs, thanks to W. H. N. Murdock contributing 68. Other double figure scorers were J. T. Lunny 29, J. R. Way 19 and C. E. Gahagan 18. Bowling: Razack 52 for 3; J. Leonard 91 for 4; H. P. Lim 6 for 2.

Craigenower topped the score with some wickets to spare, chief contributors being A. B. Hanson 44, H. P. Lim 42, G. Lis 40 (not out) and J. Leonard 46. Bowling: C. E. Gahagan 53 for 4; J. R. Way 19 for 2; W. B. Musket 45 and W. H. N. Murdock 46 for no wickets.

Score:—

H.K.E.R.C.: 182 runs.

C.C.C.: 211 runs for 7 wickets.

TWO GAMES AT KOWLOON.

W. BRACE AND D. J. N. ANDER- SON SCORE CENTURIES.

On Sunday, the Kowloon Cricket Club played the "Combined League" and defeated them by eight runs. Yesterday in a whole-day match against the University, Kowloon won again, just on time by 5 runs. W. Brace and D. J. N. Anderson played in both matches doing heroic work with the bat.

W. Brace has performed a "hat trick" with the bat. Last Saturday against Craigenower he scored 104 not out. On Sunday against the Combined League he made 110 runs; and yesterday against the University he scored 102 not out. His third century was made off a boundary scored from the last ball of the match.

Anderson made 87 not out on Sunday and 135 not out yesterday. At the conclusion of the game Mr. R. E. Lindsell handed Mr. Anderson a cricket bat presented by Mr. E. Abraham, the Vice-President of the Club.

KOWLOON v. COMBINED LEAGUE.

Kowloon.

W. Brace, b Madar 110

A. W. Ramsay, c Lee, b A. T. Lee 13

E. C. Fincher, l.b.w. Hanson 30

E. F. Fincher, c Zimmerman, b A. T. Lee 10

C. A. V. Hall, c Hanson, b A. T. Lee 0

F. E. Lawrence, c Madar, b Keely 23

F. Goodwin, b W. C. Hung 5

J. J. Hirst, not out 14

Extras 14

Total (dec. 7 wks.) 202

A. E. Silkstone, H. J. Buxton and N. H. Ross did not bat.

A. T. Lee took 3 wickets for 26 runs.

Combined League.

A. W. Hayward, b F. Good: 13

D. J. N. Anderson, not out: 86

W. C. Hung, b Goodwin: 4

H. Madar, c Lawrence, b Ross: 5

F. I. Zimmerman, b Brace: 26

G. R. Sayer, c E. F. Fincher, b Hirst: 6

A. R. Mith, b Goodwin: 9

A. B. Hanson, b Goodwin: 9

Comdr. Baker, c E. F. Fincher, b Goodwin: 1

A. T. Lee, b Goodwin: 2

D. R. Keely, run out: 8

Extras

LIUCHOW.

THE FUTURE CAPITAL OF KWANGSI?

REBUILDING AN EASTERN CITY ON WESTERN LINES.

[BY A CHINESE CORRESPONDENT.]

Liuchow may be the future capital of Kwangsi. It has been the scene of considerable activity since the disastrous fire of October, 1928, and is being rebuilt on Western lines.

The conference on reconstruction, which met there last month, and the promotion of the existing Institute for Industrial Development to the status of Department of Agriculture with legal power to enforce its recommendations seem to indicate that Liuchow is now regarded as an important centre by the Kwangsi Government.

Rebuilding A City.

Liuchow is one of the gates to the Province of Kwangsi and the thoroughfare to Hunan. On October 26th, 1928, the city was swept by a great fire in which more than 2,000 shops were destroyed, 15,000 persons rendered homeless and at least \$20,000,000 worth of property burnt. To-day building is going on all over the city, and, during Chinese New Year matches and temporary wooden houses were made gay with flags and flowers, and the whole city was in fête.

It is perhaps significant that the Kwangsi Exposition, which was to have been held this autumn, has been postponed until the summer of 1930, to allow time for the rebuilding of the city, and the officials of the Exposition are intimately associated with the work of reconstruction.

The business district was almost wholly destroyed by the fire and is being rebuilt on Western lines with a main road, 260 feet wide, facing Li Yu Fung Hill, along which will run tram lines. Near the exhibition ground a large European style Club House is in course of erection and grouped round the Public Recreation Ground will be a model village of cottages designed by a Cantonese student who received his architectural training in Europe.

Conference On Reconstruction. Nearly a hundred experts and officials met at Liuchow for the conference on reconstruction early in January. They discussed a number of plans and drafts before submitting them to the Bureau of Reconstruction and the Government at Nanning for final action. The principles and programme for the reconstruction of the province of Kwangsi, by the development of communications, industry, mining and agriculture were thrashed out. Some 40 of the members of the conference were graduates of European or American Universities, or had been educated at Europeanised Chinese schools.

Motor-car Centre Of Kwangsi. Liuchow may now be reached from Wu-chow by motor-car in about 18 hours, and is connected with Kweilin, the old capital of Kwangsi, by a daily motor bus service. It would appear that Liuchow is becoming the motor-car centre of the province as the Standard Oil Co., the A.P.C. and other large oil concerns have agencies there, as well as the Ford Co. and Gilman & Co. When the aeroplane "The Spirit of Canton" flew lately from Canton to Nanning a halt was made at Liuchow for more gasoline, which the Standard Oil Company's depot supplied.

OLD STORE-KEEPER DONE TO DEATH.

WAS IT ROBBERY OR REVENGE?

A brutal murder was brought to light on Chinese New Year Day at 2 p.m. when a Chinese forester in Government employ visited a hut at Kennedy Road belonging to the Botanical and Forestry Department and occupied by an old man of 61. The victim was found lying on his back, with a deep cut in his throat, two teeth had also been knocked out. On the body was severe ugly gashes, and two Chinese clasp knives were found closely.

The forester went to the hut to get something from the old man, who was a store-keeper. The murdered man was fully dressed in Chinese clothes and over him was a Chinese military overcoat. His bed was in disorder and his trunk appeared to have been tampered with and there were blood stains on several pieces of clothing.

The body was cold and rigid. Whether robbery or revenge was the motive is not known. It is thought that the assailant must have gained entry by scaling the wall of the compound and letting himself in by the door which was not secured.

CHINESE NEW YEAR.

HOW WE CELEBRATED.

NOISES AND DANCING.

Hong Kong celebrated Chinese New Year in the usual fashion. Our Chinese friends thoroughly enjoyed themselves, at least we hope so, in making the day and night hideous with fire crackers, while the rest of the population suffered some in silence and some otherwise.

A general exodus of servants taught Hong Kong housewives, and in some cases their husbands, that after all \$20 per month may not be a really exorbitant price for taking full charge of a couple or so of high spirited children.

But to turn to a more cheerful side of the picture. The town was easily decorated with flags, flowers and various "joy" arrangements especially in the peculiarly Chinese quarters, and the inhabitants made the streets lovely with their gorgeous, festive garments. Buses and trams were packed to overflowing and it was almost impossible to find a car for hire on Sunday afternoon. We were also fortunate in having a really lovely day and quite a number of people found their way to Repulse Bay.

The celebrations began in the hotels in the central district on Saturday afternoon when tea dances were given at the Hong Kong, Savoy and Peninsula Hotels all of which were well patronised. In the evening most of the hotels were specially decorated and carnival dinner dances were held, and similar dances were also given on Sunday night at the Peninsula, King Edward, and St. Francis Hotels, and Lane, Crawford's Restaurant. These dinner dances proved a great attraction and the accommodation was heavily taxed.

Both the Club de Rekreio at King's Park, Kowloon, and the Craignower Cricket Club, at Happy Valley, held special Chinese New Year dances, at which the members and many of their Chinese friends had a very happy time until a late hour.

YESTERDAY'S MILITARY FUNERAL.

PTE. ARTHUR GODDARD OF THE SOMERSETSHIRE REGIMENT.

The funeral, with full military honours, of Pte. Arthur Goddard, of the Somersetshire Light Infantry, took place yesterday at the Protestant Cemetery, Happy Valley.

The deceased who was only 22 years was operated upon for appendicitis at the Military Hospital some days ago, and until Sunday was doing quite well. He then had a relapse and another operation became necessary. In spite of all that medical skill could do, Pte. Goddard died later.

A squad of men from his regiment, and the Band of the Queen's Regiment lined up outside Wellington Barracks shortly after 3 p.m. yesterday, and when the coffin was brought down from the Hospital, it was placed on a gun carriage and then drawn to the Cemetery by men from deceased's company, in charge of Captain Gage Brown.

Rev. J. J. Hodgins officiated at the graveside. Three volleys were fired, and the Last Post and the Reveille were sounded.

There were several floral tributes sent by deceased's comrades and officers.

WATER POLICE SEAMEN IN TROUBLE.

ACCUSED OF DEMANDING SQUEEZE.

A Chinese Water Police seaman was before Mr. E. W. Hamilton at the Kowloon Magistracy on Saturday morning on a charge of attempting to obtain \$30 from a Chinese boat woman, by menaces, and misconducting himself as a Water Police seaman. The defendant denied both charges and said that he was gambling in complainant's boat.

Mr. L. H. C. Calhoun, A.S.P., Kowloon, for the prosecution, said that the defendant and four other men boarded the complainant's cargo boat when it was alongside the Hop Yick wharf in the Yaumati Typhoon Shelter on Friday afternoon at 6.30 p.m. and searched the boat. The defendant then demanded \$30 from the complainant saying that he would arrest her if the money was not forthcoming. The complainant refused and called out for help. The other four men left the boat and made good their escape. The defendant plunged into the water but was pulled out by complainant's folk and arrested. Evidence was given by the complainant and the master of a cargo boat moored alongside complainant's craft. He said that the defendant had demanded the money as "squeeze".

The case was remanded by the Magistrate for the appearance of the complainant's folk, with whom the defendant alleged that he was gambling. He said that during a quarrel he fell into the water.

HSIN WAH INQUEST VERDICT.

DISTRESS WARNING SYSTEM CRITICISED.

JURY'S RECOMMENDATIONS.

Criticism of the present system of circulating information received from vessels in distress was made by the jury at the Hsin Wah inquest proceedings which concluded on Saturday morning.

The s.s. Hsin Wah, a vessel owned by the China Merchants' Steam Navigation Company, was lost off Waglan on the morning of January 18th with great loss of life. The inquest was on one of the victims whose body was found on a raft.

In addressing the jury, the Coroner, Mr. R. E. Lindsell, referring to the s.s. Sooghow, said that he was quite satisfied from the inquiries made by Inspector Ogg that the officer on watch on that vessel at the material time could not have possibly seen lights of the Hsin Wah or any distress rockets. It seemed doubtful whether or not the officer concerned had made such a statement to the Press. He might have made vague statements, such as that he must have seen or thought he had seen the lights.

The Coroner then dealt with the sinking of the Hsin Wah and in this connection said that there was not sufficient evidence before the jury to enable them to determine what was the actual cause of the sinking—whether it was a mischance due, for example, to failure of the steering gear, or whether it was negligence, criminal or otherwise, by the officer in charge of the ship. In the circumstances the only safe verdict the jury could return was that the deceased was found drowned. The jury could add any rider to their verdict if they wished.

The Jury's Finding.

The finding of the jury was as follows:—
Owing to the death of the captain, the officer on watch and the quartermaster who was at the wheel at the time of the disaster, we are unable to state the cause of the ship stranding.

We therefore return as our verdict:—That the cause of the victim's death was found drowned at a result of the ship's sinking.

During the course of hearing of evidence, it has been forcibly borne upon us that the present system of disseminating and broadcasting signals of distress is much too cumbersome to ensure prompt assistance to ships in distress.

Had the news of the disaster been immediately broadcasted, other vessels, if any, in the vicinity of the wreck would have, in all probability, saved many lives.

We therefore recommend that the Government look into the question as soon as possible, with a view to rectifying existing conditions.

We further recommend that the Harbour Master, or some other officer be authorised and instructed by the Government to deal directly and promptly in matters of this kind.

Also, that the Police patrol boats should be of a type sufficiently seaworthy to undertake hazardous rescue work of this nature—as they appear to be the only craft in the Harbour that are available at all times—and that the men in charge of these boats should be sufficiently qualified to handle them in rough seas.

DAYLIGHT ARMED ROBBERY.

DOCTOR BADLY VICTIMISED.

On Saturday morning at ten o'clock, two men went to a Chinese doctor, residing at No. 53, Jervois Street. One of the men was apparently lame, and the other was supporting him. The doctor at once admitted the men, and took them into his consulting room.

He was asked to examine the man's leg, and while he was stooping to unbandage the layers of dirty rags with which the leg was bound, another knock came at the door, and a man outside said that he had also come to get medical treatment. The lame man's attendant obligingly opened the door for the doctor and admitted another two men. The four of them, including the "patient," at once set upon the doctor and demanded money.

The doctor's wife and his nine-year-old son heard the commotion from the rear cubicle and rushed out to his assistance. The robbers threatened them with knives and had no difficulty in binding and gagging them.

The gang took from the doctor's pocket a wallet containing \$110 in notes and \$3.50 in silver coins. From the wife a purse with \$80 and two gold rings, valued at \$10, were stolen. Not satisfied with this, the gang ransacked the premises and broke open a cash box, from which another \$100 was extracted. They decamped with their loot after spending half an hour in the house.

The police, however, were able to make one arrest, thanks to the prompt report made by the victim. The arrested man was said to be the "lame man's" assistant.

GOLF NOTES.

[By R.H.H.]

While most people are still struggling to put in the sort of return which will leave the rest of the field cold, it is no time to write of the China New Year meeting. The course, however, is in wonderful condition, the weather is perfect and lots of good golf is being played, so the returns should be useful. There cannot be many people who are playing as well as Ferguson just at present. Last week-end, in horrible conditions, he tied for the Captain's Cup with 76-3-73, while on Sunday morning he won the play off with 75-2-72. In a fourball the same afternoon I know to my cost that he finished in 75, and the only surprise about the round was that it was not several strokes less. This is wonderfully consistent golf.

The magnificent state of the courses after a hard season, and the number of people playing over them combine to raise several problems in the minds of a quantity of people, and the problems turn to a large extent on the new ground and the proposed extension of the New Course. First for the Old Course which now, judged on a very high standard, is very nearly first class, but which is still too lenient to the bad shot. The remedy for this is simple, for it is only the topped tees which does not get its deserts. On far too many of the holes the fairway starts almost immediately the tee ends, and a healthy beat along the ground will jump cross bunkers and run the best part of 200 yards before coming to rest. The 1st, 4th, 5th, 8th, 9th, 15th, 16th and 17th are all holes where this very frequently happens, but the remedy is simple, and consists merely in letting the grass grow in the first 100 yards to such a length that it will hold the ball, at least sufficiently to make sure that it does not jump such cross bunkers as there are. When that is done, and one or two other improvements have been made, the Old Course will be a great test of golf.

The extension of the New Course raises several much more difficult problems. Supposing new holes were incorporated into the second half, bringing the length up to 3,000 yards or so, will the change be welcomed? The people who want to hit the ball immense distances will still play on the Old Course, while those who prefer less strenuous golf will be faced with a course only a few yards shorter than the big course, and almost as tiring. Further, it has to be admitted that the new land we have acquired is not well placed for an extension of the last nine on those lines. Several people have puzzled their heads to see how it could best be done, but none of the suggestions have been satisfactory, and there is a little prospect that such an extension ever would be a success.

One has only to go to Fanning any afternoon to see the popularity of the present short nine holes, so that it seems a very risky policy to alter them into a longer and duller round. But while a second long course would be unpopular with those who never aspire to rival Mr. Tolley from the tee, there would be ample demand for a complete short 18 holes, something after the fashion of the present short nine. Fortunately, there is more ground beyond the present new land which can be acquired, and if a complete nine holes could be built there, Fanning would be wonderfully equipped for all states of the weather. The Old Course is quite sufficiently strenuous for anyone, even as it stands at present. The first nine holes of the New Course would become a separate nine hole course, as to all intents and purposes it is at present, where one can get lots of really fine golf without quite the labour of the Old Course, while of course it would be ideal for anyone who did not want to play a full 18 holes. The third course, the short nine holes plus another new nine holes, would give a full and far from easy round on a rather smaller scale, breaking off from the present course after the Tea-table, and returning to it at the 18th.

One of the most cogent arguments in favour of some such plan is that it will not necessitate the disturbance of any part of the present courses. It will apparently be two years or so before the new ground is fit for play, but if any of the old schemes are put in force, the short nine holes will have to be closed for a considerable time, while the present 14th green is remodelled so that it can be approached from the other direction and the Tea-table green is cleared right away. This obviously will cause very considerable congestion on the remaining 27 holes at Fanning, and the ultimate result will be that the New Course will be able to accommodate only about four more couples. If nine new holes are made, the work can proceed slowly and when the ground has ultimately matured and the new course is opened, players will set out from the present 10th to play a full 18 holes, turning off at the Tea-table on to new land, and finishing at the present 18th green.

The question of expense, of course, has to be considered and would presumably resolve itself into the old debate of new club house or new course. In this one (Continued at foot of next column.)

LOCAL WEDDINGS.

MISS G. H. MAHER TO MR. A. E. COATES.

VAS-DA SILVA.

Miss Gladys Hannah Maher, the adopted daughter of Miss L. M. de Souza, of 2, Yue Kwong Terrace, was married yesterday morning in St. Margaret's Church to Mr. Alfred Edward Coates. The bridegroom is a clerk of the Hong Kong Tramways, Ltd., and has resided at 3, Village Road.

The bride who was given away by Mr. Arthur M. de Souza wore a dress of white tulle and carried a bouquet of white roses. She was attended by the Misses Belle d'Almada, Castro, and Julia Smirke who wore rose coloured tulle and carried bouquets of pink roses. The bride's adopted mother wore black satin.

The ceremony was performed by the Rev. Fr. D. Page, and Mr. S. A. Lopes was "best man."

A reception was held after the ceremony at 2, Yue Kwong Terrace, Village Road, during which the usual good wishes were offered to Mr. and Mrs. Coates. The honeymoon is being spent at Repulse Bay, the bride left in a dress of lawn crepe silk.

VAS-DA SILVA.

A pretty wedding was celebrated on Saturday, the 9th February, in the Roman Catholic Cathedral. The bride was Miss Hilda Maria da Silva, the second daughter of Mr. and Mrs. Paulo da Silva, and her groom Mr. Edwards Leonel Vas, son of the late Mr. and Mrs. Marcel Vas. Both resided at St. Joseph's Building, Robinson Road.

The service, held at 9.30 a.m., was taken by the Rev. Father L. Rossi and was followed by the Nuptial Mass. The Cathedral was specially decorated for the occasion and was filled by the friends and relations of the young couple, who are members of well-known Portuguese families.

The bride, who was given away by her uncle, Mr. Richard da Silva, was dressed in white georgette trimmed with silver beads and orange blossom, she carried a bouquet of white roses and orange blossom.

The bridesmaid were the Misses Mercia da Silva (bride's sister), and Maria Gutierrez, and Miss Marie-Louise Gutierrez was the Maid of Honour. The bride's two younger sisters, the Misses Y. and S. da Silva, were flower girls. The bridesmaids were attired in blue tea roses, and carried bouquets of Honour wore blue silk. The flower girls, carried little baskets of rose petals.

Mrs. Paulo da Silva (the bride's mother) and her elder sister wore costumes of tan satin, whilst Mrs. Marcel Vas, the bridegroom's step-mother, was in black satin trimmed with pink.

Mr. S. Rozario was "best man" and the bridegroom was also attended by his elder brother Mr. C. Vas.

After the ceremony, a reception was held at the young couple's future home in St. Joseph's Building, where the usual toasts were enthusiastically honoured.

Mr. and Mrs. Vas later left for Repulse Bay Hotel to spend the honeymoon. The bride's going-away costume was of mauve georgette trimmed with lace, and she wore a hat to match.

RUGGER.

IRELAND BEAT ENGLAND.

CLOSE GAME AT TWICKENHAM.

HAM.

Before a crowd of 58,000, Ireland beat England at Twickenham by 6 points to 5.

The ground was in excellent condition and the match was watched by the Duke of York to whom both teams were presented before play began. The Irishmen pressed from the start and after five minutes Sogden flung the ball to Argyle, who kicked ahead. Brown, the English full-back, should easily have cleared, but he blundered and the ball was forced over the line. Davy touch down for the try but Stephenson failed to convert.

The English backs could make little headway against fierce Irish tackling, and at half-time Ireland were three points ahead.

Two minutes after the interval there was a fine passing movement amongst the English backs which resulted in a try by Smiddie between the posts. This was converted by Wilson and gave England a lead of two points. The Irishmen then attacked with tremendous energy and Sogden broke away from a scrum and dashed over in the corner, Stephenson failing to convert. Soon afterwards Ireland had a lucky escape. Wilkinson dropping a pass when a try for England looked almost certain. Afterwards Ireland was generally on the offensive but there was no further score. Ireland running out the winners by two tries to one goal.

cannot help but feel that golf should come first, especially in view of the growing congestion on the courses and the fact that the club house, though admittedly not possessing every luxury that the heart of man could desire, is really perfectly adequate.

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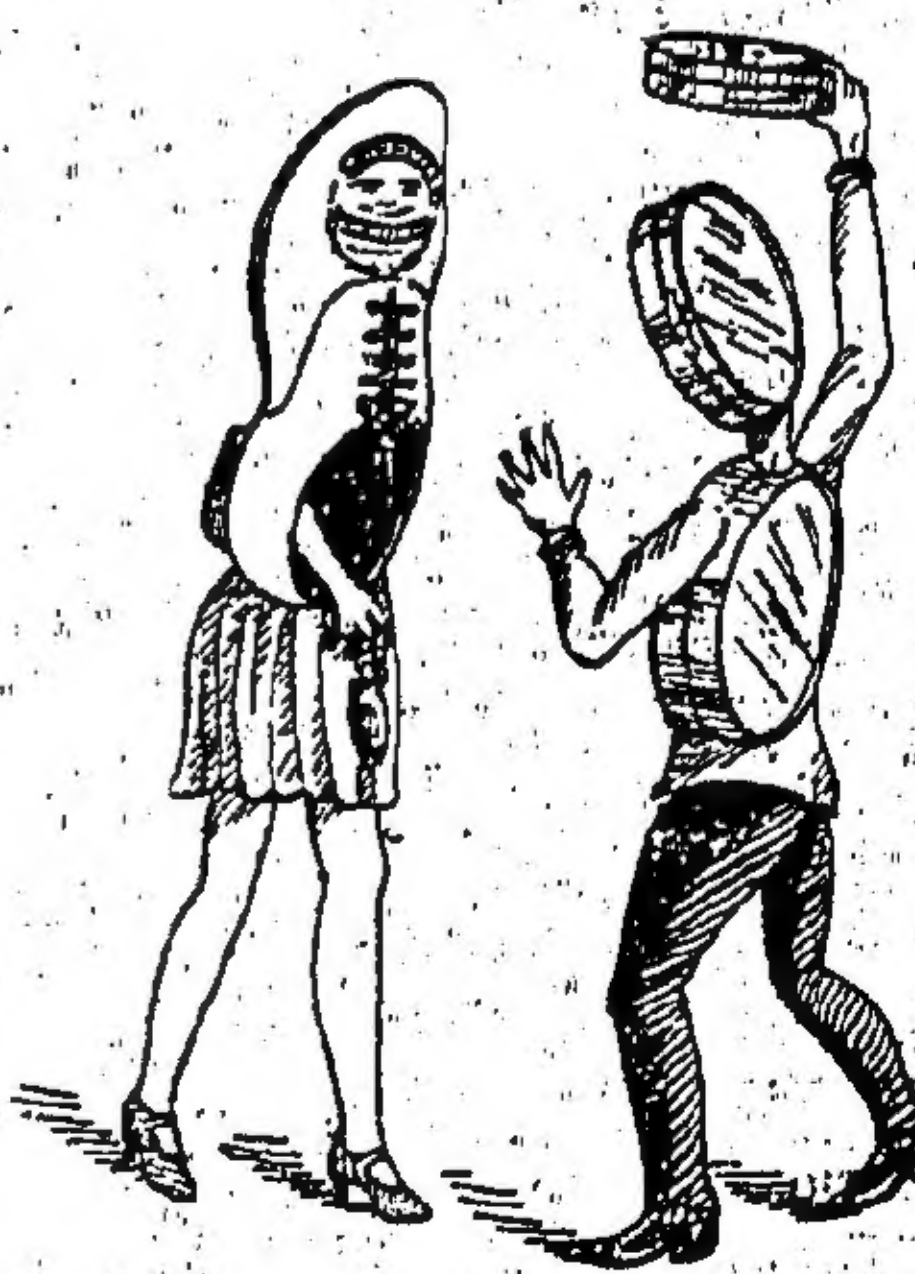
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A.P.B.

NEW ADVERTISEMENTS.

NOTICE.

ROYAL HONG KONG YACHT CLUB.

THE NINTH CHAMPIONSHIP RACE for Racing Yachts will take place on SATURDAY, FEBRUARY 16th, and the 17th CHAMPIONSHIP RACE for Cruisers on FEBRUARY 17th.

O. E. L. GRIST,
Hon. Secy., Sailing Committee.
[7368]

BANK HOLIDAYS.

IN Accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the TRANSACTION of PUBLIC BUSINESS on MONDAY and TUESDAY, the 11th and 12th INSTANT.
Hong Kong, 7th Feb., 1929. [7378]

NOTICE.

NOTICE IS HEREBY GIVEN that the HONG KONG STOCK EXCHANGE will be CLOSED on MONDAY, TUESDAY and WEDNESDAY, the 11th, 12th and 13th INSTANT.

By Order of the Committee,
A. NISSIM,
Secretary.
Hong Kong, 8th Feb., 1929. [7382]

THE BANK OF EAST ASIA, LIMITED.

NOTICE IS HEREBY GIVEN that the TENTH ORDINARY MEETING of the SHAREHOLDERS will be held at the CHINESE MERCHANTS' CLUB (5th Floor), CHINA BUILDING, Queen's Road Central, at 3.00 P.M., SATURDAY, 15th FEBRUARY, 1929, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the Year ending 31st December, 1928.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, 9th FEBRUARY, to SATURDAY, 16th FEBRUARY, 1929 (Both Days inclusive), during which Period No Transfer of Shares can be registered.

By Order of the Board of Directors,
KAN TONG FO,
Chief Manager.
Hong Kong, 24th Jan., 1929. [7385]

NOTICE.

CHINA PROVIDENT LOAN & MORTGAGE CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTY-SECOND ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the Registered Office of the Company, 6th Floor, PEDDER BUILDING, PEDDER STREET, HONG KONG, on WEDNESDAY, the 20th DAY of FEBRUARY, 1929, at 12.15 P.M., for the purpose of receiving a Statement of Accounts and the Report of the Directors for the Year ended December 31st, 1928, and to elect Two Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 11th DAY of FEBRUARY, 1929, until WEDNESDAY, the 20th DAY of FEBRUARY, 1929, Both Days inclusive.

By Order of the Board of Directors,
D. L. KING,
Secretary.
Hong Kong, February 6th, 1929. [7385]

HONG KONG TELEPHONE CO., LIMITED.

NOTICE IS HEREBY GIVEN that the FOURTH ORDINARY YEARLY MEETING of the HONG KONG TELEPHONE COMPANY LIMITED will be held on FRIDAY, the 22nd DAY of FEBRUARY, 1929, at the BOARD ROOM of the Company, Second Floor, Exchange Building, Hong Kong, at 12 O'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors for the Financial Year ended 31st December, 1928, and re-electing Two Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th FEBRUARY, to the 22nd FEBRUARY, 1929, Both Days inclusive.

Dated this 30th day of January, 1929.
By Order of the Board,
T. A. BARRY,
Acting Secretary.
14, Des Voeux Road Central, Hong Kong. [7368]

TRANSLATION.

COMPETENT TRANSLATOR Wanted, able to write Chinese and English Well and Rapidly. Must be First-class Man, and willing to work Afternoons and Evenings.—Address, stating Age, Experience and Salary required, Box 7324, c/o Hong Kong Daily Press.

FLAT WANTED.

SMALL FLAT, Furnished, Wanted.—Peace District. Minimum Period: Six Months. HOWARD JOHNSTON, arriving by S.S. "Malwa" 1st of MARCH.—Box No. 7363A, c/o Hong Kong Daily Press Office. [7363A]

INTIMATIONS.

THE HONG KONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY MEETING of the SHAREHOLDERS of the HONG KONG & SHANGHAI BANKING CORPORATION, held on SATURDAY, the 2nd DAY of FEBRUARY, 1929, at 12 O'clock Noon, at the CITY HALL, Victoria, in the Colony of Hong Kong, the following Resolution was passed, viz:—

That the Directors of the HONG KONG AND SHANGHAI BANKING CORPORATION be and they are hereby requested and authorised by and on behalf of the Shareholders of the Corporation to take all such steps as may be necessary for the introduction of an Ordinance into the Legislative Council of the Colony of Hong Kong and for the enactment of the same by the Governor of Hong Kong with the advice and consent of the Legislative Council thereof, in the terms of a print which, for the purposes of identification, has been signed by the Chief Manager of the Corporation, in substitution for the existing Ordinances (except in such print as mentioned) and Deed of Settlement of the Corporation.

AND NOTICE IS HEREBY ALSO GIVEN that a Further EXTRAORDINARY MEETING of the SHAREHOLDERS of the Corporation will be held on SATURDAY, the 23rd DAY of FEBRUARY, 1929, at 12.45 in the Afternoon at the Same Place for the purpose of receiving a Report of the above mentioned Meeting and of considering, and, if thought fit, confirming the above Resolution in accordance with Article 96 of the Corporation's Deed of Settlement.

Dated this 8th day of February, 1929.

By Order of the Directors,
A. C. HYNES,
Chief Manager.

NOTE.—A Copy of the proposed New Ordinance can be seen during the usual Banking Hours (Sundays, Public and Bank Holidays excepted) in Hong Kong at the Head Office of the Corporation or at the Offices of Messrs. JOHNSON, STOKES & MASTER, Prince's Buildings, Solicitors to the said Corporation, and in Shanghai at the Office of the Corporation, from the date hereof until the date of the above mentioned Confirmatory Meeting.

HONG KONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at CITY HALL, Hong Kong, on SATURDAY, the 23rd FEBRUARY, 1929, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts for the Year ending 31st December, 1928.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 11th FEBRUARY to SATURDAY, the 23rd FEBRUARY, 1929 (Both Days inclusive), during which Period No Transfer of Shares can be registered.

By Order of the Court of Directors,
A. C. HYNES,
Chief Manager.
Hong Kong, 4th Feb., 1929. [7343]

HONG KONG TRAMWAYS, LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY GENERAL MEETING of HONG KONG TRAMWAYS, LIMITED, will be held at the Offices of Messrs. JARDINE, MATHESON & CO., LTD., Hong Kong, on FRIDAY, the 1st DAY of MARCH, 1929, at 12 O'clock Noon, to transact the Ordinary Business of the Company.

AND NOTICE IS HEREBY ALSO GIVEN that the REGISTER of MEMBERS of the Company will be CLOSED from FRIDAY, 15th FEBRUARY, to FRIDAY, 1st MARCH, 1929, Both Days inclusive.

By Order of the Board,
W. F. SIMMONS,
Secretary.
Hong Kong, 7th Feb., 1929. [7371]

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FOR SALE—BUICK TOURING CAR 5 Seater in Good Condition \$1,400 or Best Offer.—Apply Box 7294, c/o Hong Kong Daily Press. [7294]

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If, when at home, they will call or telephone to the above address, they will receive the utmost assistance and the latest available information on all subjects of enquiry will be placed at their disposal.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 7.32 p.m., stated:—

The anti-cyclone is stationary to the south of Korea. Moderate monsoon may be expected along the S.E. coast of China and over the China Sea.

Local Forecast:—N.E. winds, moderate, fair.

Hong Kong Office: 11, Ice House Street.
London Office: 21, Bride Lane, Fleet Street, E.C.4.

The Daily Press.

HONG KONG, FEBRUARY 12th, 1929.

"FOR THOSE IN PERIL..."

This finding of the jury engaged in the Hsin Wah inquest was supplemented by several recommendations which are quoted in detail elsewhere. The findings are extremely restrained in tone, and expressions of opinion couched in much more emphatic terms would not have been out of place. Hong Kong ranks among the principal ports of the world in regard to tonnage entering and clearing. Vessels of every flag and from all parts of the globe make Hong Kong a regular port of call. There are seasons of the year when the weather just outside the harbour limits is exceedingly bad; ships approaching and leaving Hong Kong sometimes have to pass through dangerous channels under very difficult conditions—heavy monsoon weather, when wind and rain make navigation so close to land an exceedingly anxious job. Ten thousand British and foreign ocean-going steamers visit the port every year. In addition to these deep-sea ships, almost as many river steamers call at Hong Kong, while the junks engaged in foreign trade bring the total number of vessels entering and clearing during twelve months up to more than fifty thousand. The average number of steamships entering the port daily is about thirty-seven, yet the one vessel capable in bad weather of going to the assistance of a ship in distress is available only in the typhoon season.

The No. 4 police launch is the largest craft in Hong Kong available for immediate service, but she is not sufficiently seaworthy to face the full force of a storm. Last month, when the Henry Kerwick went out seeking survivors of the Hsin Wah, she was tossed about like a cork. If a big sea-going tug-boat such as this has difficulty in making headway against the heavy seas always associated with monsoon weather, it is obvious none of the police boats can be of real service in such an emergency. The Admiralty has a large tug-boat which can get up steam in six hours—again useless in an emergency. A destroyer would be most valuable in such a crisis—but would take considerably longer than six hours to have steam ready; moreover, there is no arrangement between the Government and the naval authorities regarding the use of warships for answering calls for assistance. It seems, then, that in the event of a ship being in distress a couple of miles outside the harbour limits, with just the ordinary monsoon conditions prevailing, no vessel is available to respond to an urgent call. Yet there is here in Hong Kong a vessel actually purchased and equipped for such rescue work. The Kausing can weather any storm, but for some extraordinary reason—or perhaps no reason at all—she is never ordered to stand by unless and until the typhoon signal is hoisted. It appears not to be realised in the Harbour Office that ships do sometimes get into difficulties when there is no typhoon within a thousand miles of them. Reasons of economy are very excellent factors to observe in the administration of public affairs, but there is a limit to the observance of economy beyond which it is unwise to go. If it were the rule that the Kausing should get up steam when storm signals are flying, that typhoon warnings are being issued, that vessel could have gone out to Waglan and perhaps saved a few survivors from the Hsin Wah.

The inefficiency of life-saving organisation is not the only item entered on the debit side of Hong Kong's account as a result of the inquest. There is also something radically wrong with the link-up of communications between the port and important points just beyond the harbour limits. The lighthouse-keeper at Waglan saw the steamer go on the rocks at 3.40 a.m. He tried to get in touch with Hong Kong—only twice. The radio operator failed to understand the message. Valuable time was being wasted, so the lighthouse-keeper decided to get into telephonic communication with the Inspector of Lighthouses at Green Island (some fourteen miles away). More delay occurred, and it was twenty minutes before news of the disaster actually got out from Waglan. At 4.17 a message from Green Island was received at the lighthouse, reporting that news of the accident had

been passed on to Hong Kong. At 5.30 (an hour after the ship had foundered) the Harbour Office in the Harbour Office knew only that the Hsin Wah was sinking. At 8 a.m. the Commodore at Naval Headquarters learned of the accident. At 9.30 the Harbour Master was informed that the Hsin Wah had foundered (actually, she had gone down five hours before). From the evidence given at the inquest it appears that by the time the first news of the accident was received by the Harbour Master in Hong Kong the ship had almost foundered, and even if a rescue vessel had been available immediately, it would have been only too late to render assistance.

In a rider to their verdict of "found drowned" the jury in the Hsin Wah case recommended (1) that the Government go into the question of the efficient broadcasting of distress signals; (2) that the Harbour Master or some other official be authorised to deal promptly with such calls for assistance; and (3) that the police launches be vessels of a type as can undertake rescue work in heavy weather, as they appear to be the only craft in the harbour which are available at all times. These recommendations are being forwarded by the coroner to the proper authorities, and we trust will not be pigeon-holed, although the third point does not call for action at all. The reputation of this port has not been enhanced as a result of the Hsin Wah inquest. Hong Kong has been revealed as sadly deficient—first, in efficient communications, and second in methods of relief. It takes almost an hour for a vital message to pass from a lighthouse twelve miles away to the Harbour Office. And when at last the urgent call does find its way round by devious channels, the Harbour Office has no vessel at its disposal, because it has ordered that steam on board the rescue-ship Kausing is only required when a typhoon signal is hoisted. Until these shortcomings are remedied, we had better not think of Hong Kong as one of the leading ports of the world. It is for the Government now to set an example of prompt and effective action in emergency. Swift transmission and broadcasting at any hour of urgent calls for assistance must be provided for, and at least one vessel capable of weathering a storm should be always available to respond to distress calls, whether the typhoon warning has been hoisted or not. The water police are a capable body of men, lacking neither in courage or resource, but it is not their job to go outside the harbour limits to do a sailor's work when a vessel like the Kausing is available, and there are experienced seamen in the Harbour Office capable of handling her to the best advantage. In making their third recommendation, the jury appear to have forgotten the existence of the Kausing. "Reasons of economy" will justify the authorities in not taking action in the direction suggested by the jury, but part of the money so saved should be spent on a few gallons of oil to keep the boilers of the Kausing warm during the season of monsoons as well as that of typhoons. With this vessel made full and proper use of, and with an effective link-up with the Harbour Office by wireless or land lines of the lighthouses and signal stations under control of the Harbour Master, Hong Kong will be worthy its place among the great ports of the world—but not till then.

News and Views.

His Excellency the Governor has approved of the promotion of Lieut. Maurice George Noll to the rank of Captain in the Hong Kong Volunteer Defence Corps, with effect from the 30th January, 1929.

The Chinese General Chamber of Commerce has telegraphed to the Central Government stating that, as a result of the enforcement of the new import tariff, China would be the richer by about \$40,000,000 annually, so steps should be taken to abolish the consumption tax.

A Justice of the Peace to serve on the Licensing Board from the 1st February to the 1st December, 1929, during the absence of Mr. Hugh Blackwell Layard Dowling, will take place in the Office of the Registrar of the Supreme Court on Wednesday, the 20th day of February, at 4 p.m.

Private James Boyle of the King's Own Scottish Borderers appeared before Mr. R. E. Lindsell at the Central Magistracy on Saturday when he was committed for trial at the February Criminal Sessions on the charge of causing grievously bodily harm to Sergeant Kerr on board the transport Somersetshire.

Financial returns for the first ten months of 1928 are published in the current *Gazette* issue. The credit balance at the end of October was \$8,060,390, compared with \$6,493,025 at the end of September. Revenue during October was \$1,963,323, as against \$1,949,961 for the same month in 1927; whilst the income for the ten months was \$19,004,290, compared with \$17,120,750 in the previous year. October's expenditure totalled \$2,396,457, against \$2,033,107 in 1927; whilst the outgoings for the ten months were \$18,929,670, compared with \$18,918,960 in the previous year.

Mr. Warren Swire, head of Messrs. Butterfield & Swire, is making a brief stay in Shanghai.

In view of the renewed activities of pirates along the Kiangsu, Chikiang and Fukien coast, the Admiralty have despatched gunboats to patrol.

A Chinese was arrested yesterday in connection with an armed robbery which occurred in Mongkok on February 4th. The man was walking in Shanghai Street, Yaumati, when he was pointed out to the police by a victim as an alleged member of the gang.

Passengers on a Star Ferry on Saturday afternoon, at 2 p.m. saw a Chinese, fully dressed, struggling in the water. Life belts were thrown to the man, who got hold of one, and kept himself afloat until a passenger boat picked him up. He was taken to the Water Police Station, none the worse for his immersion.

According to the Canton vernacular press Admiral Chan Chak considers that the naval protection of Canton is insufficient and has asked the Canton authorities for sanction to build four more torpedo boats to increase the strength of the Canton Navy. Admiral Chan proposes to place orders for the vessels with one of the ship builders of Hong Kong.

On Friday afternoon, at about four o'clock, Mrs. Day, residing at the Hong Kong University, had her handbag snatched at Pokfulam Road, by a footpad. There was money and personal articles to the value of \$37. A Chinese lady, also a victim to a snatcher in Ladder Street. Her bag, containing \$90 in notes being taken. Chase was given, but the thief after extracting the money threw the bag away and while his pursuers stopping to pick it up he slipped into an alley and made good his escape.

Vladimir Beresin, a Russian, appeared before Major C. Willson, at the Central Magistracy on Saturday morning for stowing himself away from Shanghai on board the s.s. Tacoma. Accused told a pitiful story, saying that he had been in the army of General Chang Chung Chang, former tungan of Shantung. He and thousands of his countrymen were unable to find employment in Shanghai, and he stowed away in order to get to a warmer climate. He was sentenced to one month's imprisonment with hard labour.

Dr. W. B. A. Moore, L.R.C.P., L.R.O.S. (Ireland), D.T.M. & H. (London) has been appointed Deputy Director of Medical and Sanitary Services, Hong Kong. Dr. Moore was formerly Principal Medical Officer of Health, and when the post of Director of Medical and Sanitary Services was created, he held it until the appointment of Dr. A. R. Wellington from the Federated Malay States was announced. The *Government Gazette* announces the said appointment of Dr. A. R. Wellington, M.R.C.S. (Ed.), L.R.C.P. (London), D.P.H. & D.T.M. & H. (Canada), as from February 4th, and also his appointment as an Official Member of the Legislative Council, ex officio.

"A Pledge Unhonoured."

Under the above title the *Manchester Guardian* recalls that seven years ago Mr. Churchill, then Secretary for the Colonies, gave an assurance in Parliament that the system known as *mui tai*, which had long been a dishonourable scar upon British rule in the Far East, would within a year be abolished in Hong Kong, but the evil, has spread. "It would appear, therefore, that the Ordinance of 1922 is a dead letter, that the assurance which was given in response to agitation in this country seven years ago has never been honoured, and that we are in the invidious position of having put our signature to the League of Nations Slavery Convention while an unmistakable breach of it occurs unchecked under our rule. It is fifty years since *mui tai* was first pronounced by the Chief Justice of Hong Kong to be repugnant to British law, though nothing was then done to end it. It is an old established system in China, by which girl children, usually between the ages of four and fourteen, are sold through agents either for domestic service or openly for purposes of prostitution. The form of contract between parent and purchaser includes such ominous clauses as 'to be disposed of as the payer thinks fit,' and 'no inquiry as to whereabouts or in the event of death is permissible.' Attempts to represent *mui tai* as a harmless form of adoption, and the production of evidence that in some cases the child that is bought is kindly treated, do not conceal the fact that the system is a form of bondage that disposes of helpless human beings like animals and condemns them to domestic slavery if not to physical and moral ruin. Mr. Churchill spoke in 1922 of the difficulty of altering established custom at a moment's notice. But for the continuance of the system seven years later there can be no shadow of excuse, and we trust the Colonial Office will be quick to take the action that the facts now revealed demand."

The Chinese papers state that the French and American Ministers will soon follow the example set by H.M. Minister, Sir Miles Lampson, by appointing representatives in Nanking and Shanghai.

In the results of the October examination in written subjects at Home stations, among the successful candidates appears the name of Captain J. E. Drysdale, M.C., of the Royal Army Service Corps, stationed in Hong Kong. There were in all 293 candidates, who passed—168 lieutenants, 97 captains and eight majors.

At about 2 o'clock yesterday morning a fire, stated to have been caused by sparks from crackers, occurred on a junk anchored in the harbour at North Point near the Ming Yuen Gardens. An appliance from Central and the float extinguished the fire. Parts of the sail of the boat were damaged. A small fire occurred at 8 o'clock in the evening in a matchbox used as an outhouse at the Chinese Recreation Club. An engine from the Central Fire Station dealt with the trouble.

It is with deep regret we have to record the death of Capt. Nelson, who was for many years marine superintendent for Messrs. Butterfield and Swire at Shanghai. Capt. Robert Nelson, who obtained his extra master's certificate in London, joined the China Navigation Company, Ltd., as chief officer on October 18th, 1922. He was appointed master of the s.s. *Chafon* on March 22nd, 1928, and on February 1st, 1929 took command of the Company's Australian liner s.s. *Taiyuan*, proving a very popular and capable captain on that run. On June 25th, 1901, he was appointed assistant Marine Superintendent at Shanghai, taking over the duties as Marine Superintendent on May 16th, 1911. He retired from the company's service on December 23rd, 1923, and died at Nice.

"Found Drowned."

Exactly how it came about, in the early hours of January 18th, that the Hsin Wah foundered a few miles outside Hong Kong with the loss of about 400 lives was not revealed at the inquest on the body of one of the victims. The second officer—during whose watch the disaster occurred—and the man who was at the wheel had been drowned. The master, who was below when the ship struck, but went on deck immediately afterwards, has been drowned. The chief officer was saved, but he turned in after being relieved at midnight, and so knows nothing of what happened after he left the bridge. Before going below he showed the second officer on the chart the approximate position of the ship at midnight, and gave instructions that the Captain was to be called when Waglan light was sighted. The master had told the mate the previous evening that the ship was to go south of Waglan, and make Hong Kong by way of Green Island. The lighthouse-keeper at Waglan, who saw the vessel approaching, said she at first appeared to be about three miles south of the ordinary course, which might have taken her clear—but very close—to the north end and the island. Her course was suddenly altered, and a few minutes later it was seen that she had struck the rocks on the most northerly point of Waglan.

Cutting Corners.

Only the second mate and the helmsman could possibly know what happened after the chief officer left the bridge at midnight. Since both these men went down with the ship, theories in plenty may be advanced to account for the disaster, but the facts never can be known. The second officer may have fallen asleep, or been taken ill, or he may have been too venturesome. The lighthouse-keeper has said he had never before seen a vessel pass so close to the island at night, and declared he was not surprised when the disaster occurred. On the contrary, his wonderment was that such accidents are not more frequent—"the way some of them pass the point." That remark is significant, and those whom it most concerns should take very careful notice of it. Severe things are sometimes said about methods of navigation in Chinese waters. For example, it has been asserted on very good authority that 80 per cent. of the ships plying on a certain river in China detail no man for look-out duty at night. If this is true, it is not only very bad seamanship to run such risks, but those guilty of such neglect are trifling with the law, which requires "a proper look-out" to be kept. No less reprehensible is the practice on some ships of sending the look-out-man on an errand or giving him an extra job to do. No matter how brief the time taken in calling the watch, or trimming a lamp, if the look-out-man is ordered to leave his post and do such work, it is obvious that "a proper look-out" is not being kept while he is away from his station. What happened between midnight and three o'clock on the Hsin Wah the recent inquest has not revealed. How the vessel came to be north of Waglan when her captain intended the ship to pass south of the island is a mystery unsolved, and likely so to remain.

HALT IN JAPANESE NEGOTIATIONS.

NOT A SERIOUS BREAK.

OPTIMISM IN TOKYO.

[THROUGH REUTER'S AGENCY.]

TOKYO, Feb. 10th.
Pending receipt of an official report, Japanese official circles are inclined to believe that Press despatches alleging a breakdown in the negotiations between Dr. C. T. Wang are more pessimistic than is warranted.

Japanese official circles profess to be confident that the Sino-Japanese negotiations have not completely broken down and think that there is only a temporary hitch which can be remedied after a few more conferences.

Although he is reticent in regard to reports from Mr. Yoshizawa which have been received to date here, Mr. Mori, in a Press interview, asserted that he does not regard the breakdown in Friday night's negotiations as a complete rupture. Mr. Mori added that Mr. Yoshizawa will remain in Shanghai and attempt to resume the conversations with Dr. Wang.

From fragmentary information gleaned from reliable sources, it seems that the hitch was due to two main points, namely:—

1.—Japan's proposal to put on record the verbal agreements regarding the expression of apologies and payment of compensation.

2.—Imperfect understanding regarding mutual concessions and mutual elimination of compensation.

The Japanese authorities appear to be hopeful as to the outcome of an interview which is expected early next week between Dr. Wang and Mr. Yoshizawa.

CHINESE REPORT.

(Man Sing Pao.)

SHANGHAI, Feb. 11th.
The Sino-Japanese negotiations are considered to have broken down, according to an official communiqué received this evening. The Tsinan incident is the crux of the matter and the Nationalist Government insists on its contention that Japan is responsible for the occurrence of the affair.

Yesterday Mr. Chow Luog Kwong, of the Nanking Foreign Office, consulted with Mr. Yoshizawa by telephone on the possibility of renewing negotiations. Mr. Yoshizawa replied that he hoped that a way could be found to do so in the near future. He also suggested that all discussion should be suspended for two or three days in order to enable both sides to reconsider their case.

Tokyo's Policy.
A message from Tokyo states that the Japanese Cabinet has arrived at a decision for the settlement of the Tsinan affair. Japan must insist on a definite guarantee from the Nanking Government for the full protection of Japanese residents and interests in Shantung in the future.

JAPAN'S GOVERNMENT SAFE.

VOTE OF NON-CONFIDENCE DEFEATED.

[THROUGH REUTER'S AGENCY.]

TOKYO, Feb. 11th.
The Opposition's motion of non-confidence in the Government was defeated by 248 votes to 185 when for the first time in the history of Japan a plenary session of the Diet was held on a Sunday. Originally it was intended to leave the continuation of the discussion till tomorrow, but the Opposition's motion was considered so serious that the Diet decided by 216 votes to 193 to set a precedent by holding a special session today.

Unless there are unforeseen developments, the Government is now expected to weather the remainder of the session without difficulty.

INDISPOSITION OF FENG YU HSIAO.

[THROUGH REUTER'S AGENCY.]

NANKING, Feb. 10th.
Owing to ill-health, Marshal Feng Yu Hsiang, the Nanking Minister for War, may retire from office and go abroad for a while.

The Kuomintang C.E.C. is urging him to remain in office.

BRUTAL MURDERS IN BOMBAY.

PARSEE FLOGGED TO DEATH.

CRITICAL SITUATION.

[THROUGH REUTER'S AGENCY.]

BOMBAY, Feb. 11th.
The situation was easier this morning, and shops are re-opening in some parts of the city.

The official death roll since the beginning of the riots is 123 killed and 759 in hospital.

Although the situation was quieter on Sunday, the authorities consider that the tension is not diminished. Assaults which often have fatal results are reported from all the disturbed areas, and the most vicious spirit prevails. Over sixty wounded men have been taken to the principal hospitals.

A Hindu boy has been fatally stabbed and a Parsee beaten to death this afternoon, both within a short distance of a military picket. The authorities have great difficulty in enforcing order and prohibiting gatherings of over five persons, and auxiliary forces have been called out to assist the military. Hindu residents on the borders of Moslem areas have been evacuated under military escort.

Volunteers Killed.
A Moslem mob has attacked the Hindu passengers in a tram-car. One was being killed and six injured. A number of volunteers who were endeavouring to restore peace in the Fanevadi district were attacked by a Hindu mob which mistook them for enemies, and several have died of their injuries in hospital.

Funeral Attacked.
The city was generally quiet on Sunday, and patrols are keeping the crowds moving, but confidence is not yet restored. Stray assaults still continue and the worst disturbance this morning was in Kalbadevi Street, where a band of Hindus attacked a Moslem funeral and one Moslem was killed and five injured.

Official Casualties.
The official casualties in Bombay between noon on Saturday and noon on Sunday were 93 killed, including fifteen died in hospital, and 69 injured. Sunday's casualties were 7 killed and 58 injured. All was quiet at midnight thanks to the curfew.

Morale Affected.
The strain of the week's anxiety has affected the public morale, and suspicion pervades the city, causing any small group assembling in the streets to be regarded with acute nervousness until it is seen to be harmless.

The military were compelled to fire at Kalbadevi where a Moslem shop was broken into, two Moslems being killed, also at Pydhonie, where the rioting was very serious. A Moslem mob fired at a Hindu's shop, but the military quelled the trouble, killing four persons and wounding eleven others.

Taxis are being held up and the drivers assaulted.

Fire was reopened in the Kamatipura district early on Saturday afternoon. Up to the time of enlisting eighty arrests have been made in Kamatipura and vicinity, these being mostly Moslem rowdies.

PESHAWAR BOMBING DISASTER.

PARTLY MISFORTUNE.

[THROUGH REUTER'S AGENCY.]

NEW DELHI, Feb. 11th.
The Secretary for the Army has issued a statement that the Legislative Assembly regards the Peshawar bombing disaster as partly a combination of misfortunes and also a failure of judgment on the part of certain officers who will be court-martialled. It is announced that pensions are being granted to the injured and the families of those killed.

S.S. LEVIATHAN TO BE SOLD.

A PRIVATE PURCHASER.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, Feb. 11th.
Unless the Senate, which is at present investigating the offer, intervenes, the Leviathan, the world's second largest liner, will pass into private ownership. The Shipping Board has accepted the bid of Paul A. Chapman Incorporated of \$18,000,000 for the purchase of thirteen vessels, including the Leviathan, belonging to the United States and American merchant lines. The Senate recently passed a resolution requesting the Shipping Board to delay the sale while an enquiry was made into the bids. The result of the enquiry will be awaited before the deal is finally settled.

ROME'S TREATY WITH VATICAN.

LOAN OF CONCILIATION.

FINAL MODIFICATIONS.

[THROUGH REUTER'S AGENCY.]

ROME, Feb. 10th.

The Pope has been closeted in the secret section of the Vatican printing house and has finally corrected the proofs of the Italo-Vatican treaty and Concordat, which is destined to solve the historic "Roman Question." The treaty will be ceremoniously signed by Cardinal Gasparri and Signor Mussolini on February 11th instead of February 10th as previously arranged.

Neither of the documents will be published until approved by Parliament, but a brief summary will be issued after signing.

It is understood that Signor Mussolini intends immediately to appeal to the country to subscribe to a "loan of conciliation" to pay 2,000,000,000 lire as indemnity to the Holy See.

Indemnity Reduced.
The few minor last moment modifications to the Italo-Vatican treaty include a reduction of the indemnity to 750,000,000 lire cash, plus 1,000,000,000 lire Government bonds, both payments to be made immediately.

Treaty Signed.
ROME, Feb. 11th.

The Vatican's treaty with Italy was signed at noon to-day between Cardinal Gasparri and Signor Mussolini.

ARMISTICE DAY POPPIES.

TOTAL OF STREET SALES.

LAST YEAR'S COLLECTIONS SURPASSED.

[BRITISH WIRELESS SERVICE.]

RUGBY, Feb. 11th.

It is stated that the total sum raised by the 1928 Armistice Day street sales of artificial poppies made by disabled ex-service men at present amounts to £530,000. When the overseas collections are added, the total will probably exceed £560,000. The amount for the 1927 Armistice Day sales was £517,000.

LOCAL GOVERNMENT BILL.

EFFECT ON HOSPITALS.

[BRITISH WIRELESS SERVICE.]

RUGBY, Feb. 11th.

It is claimed by the Central Bureau of Hospital Information that the financial effect of despatching under the Local Government Bill now before Parliament would be to relieve the provincial voluntary hospitals of an annual payment of approximately £26,000.

TURKISH REVOLUTIONARIES QUELLED.

FIVE TO BE HANGED.

[REUTER'S AMERICAN SERVICE.]

CONSTANTINOPLE, Feb. 10th.

The trial of thirty-six men charged with forming a secret organisation for the object of killing members of the Government and overthrowing the present régime was ended when five were sentenced to be hanged and sixteen to various terms of imprisonment. Others were acquitted.

R.A.F. FLIGHT TO CAPE TOWN.

[BRITISH WIRELESS SERVICE.]

RUGBY, Feb. 11th.

A Royal Air Force fleet of Fairey Napier bombing planes is due to leave Cairo tomorrow on the annual 9,000 miles flight to Capetown and back. The planes are due at Capetown on March 14th. They will be accompanied for part of the return flight to Cairo by machines of the South African Air Force.

HIS MAJESTY AT BOGNOR.

BENEFICIAL EFFECT NOTED.

MORE RESTFUL SLEEP.

[THROUGH REUTER'S AGENCY.]

LONDON, Feb. 10th.

A bulletin issued from Craigweil House at 4 p.m. states that the King had a good night and his improvement continues.

His Majesty was given as much rest as possible yesterday to enable him to recover from the effects of his journey. Only the Queen and an official of the Household, in addition to two doctors, saw him during the day. The Queen sat with His Majesty for a considerable time.

The "Sun Room."
The day was for the most part overcast, and there was a considerable amount of rain, but at frequent intervals the sun succeeded in breaking through the clouds, and every ray was trapped by the special sun room in which the King is lying. Already it is possible to state that His Majesty is feeling the tonic effect of the invigorating sea air, for change of scenery and environment are having their effect. The King has slept better than at any time since his illness began.

The Journey.
His Majesty the King left at 10.34 a.m. on Saturday for Bognor, in a motor ambulance.

His Majesty, as he emerged from Buckingham Palace, waved his hand to the huge crowd in response to a storm of cheering.

The crowd at Buckingham Palace to see the King's departure included both rich and poor; some arriving in luxurious motor cars while others were in rags.

There were middle-aged women, who had made long journeys and great sacrifices to reach the Palace—for instance, there was the wife of a Durham mining official, who told a Pressman that the love of the miners for His Majesty was intensified by the noble actions of H.R.H. the Prince of Wales in touring the coal fields.

The people bared their heads when the King passed. There was a murmur of surprise when it was seen that the blinds of the ambulance were raised. A pale and wan figure, propped up in the narrow bed, smiled feebly and waved his hand in response to the cheers.

Four cars followed the ambulance conveying, respectively, Lord Dawson of Penn, Sir Stanley Hewitt, equerries and nurses, and ambulance men. A spare ambulance brought up the rear.

Queen's Departure.
Her Majesty the Queen left the Palace five minutes later, taking another route so as to arrive at Bognor earlier to greet the King. The cheers of the crowd were renewed at sight of the Queen.

Their Royal Highnesses the Duke of York, the Duke of Gloucester and Prince George bade farewell to their father. E.R.H. the Prince of Wales is spending the week and at the Melton Mowbray Hunt.

When the ambulance left, the Royal Standard was lowered from the roof of the Palace.

In spite of a slight fog and frost in London the weather is regarded as ideal for the journey, as sunshine on the Surrey Hills and the Sussex downs is soon reached.

Shortly after the Palace was left the blinds of the ambulance were drawn.

Safe Arrival.
Special constables and motor-scouts were posted along the route to help the Police in regulating the traffic—not merely to secure the King's comfort but to minimise the inconvenience of motorists. A private police car, fitted with an aerial, preceded the ambulance on its journey and the motor-cyclist Police were half-an-hour ahead. The King arrived at Bognor at 3.24 p.m.

PRINCE OF WALES' SACRIFICE.

GIVING UP HUNTING.

[THROUGH REUTER'S AGENCY.]

LONDON, Feb. 11th.

The Daily Express states that the Prince of Wales has decided to give up hunting and points to point racing and to dispose of his fifteen hunters. This decision is due to the rapidly increasing duties devolving upon him in consequence of the King's illness.

EUROPE BESET BY ICE.

TRAINS LOST IN SNOW DRIFTS.

CANNIBALISM IN FINLAND.

[THROUGH REUTER'S AGENCY.]

LONDON, Feb. 11th.

The whole of Europe is in the grip of ice. Telegrams from the various capitals describe the cold as the severest in living memory. The ice wave in Germany is the severest since 1719, and the temperature is 49deg. below zero in Silesia.

A detention this morning shook the city of Breslau, and it was ascertained later that the frost had severely cracked the bridge over the Oder. The average temperature in Berlin is 13deg. below zero.

Shipping on the Rhine has been suspended already for a fortnight owing to drift ice.

Ferries Frozen In.
From Budapest is reported the most intense cold that Hungary has experienced since 1860, the temperature in some places being 22deg. below zero. Ice-breakers are finding it very difficult to cut channels for ships and railway ferries at Copenhagen, and many islands are isolated and are receiving supplies by aeroplane.

A ferry with a passenger train from Germany is among the ships stuck in the ice between Warnemünde and Geddes. From Helsingfors come a terrible story. Four men who are believed to have been liquor smugglers were shipwrecked on the ice in the Gulf of Finland, two of whom were rescued after several days. One was discovered dead with parts of his body cut off and one survivor confessed to cannibalism. The fourth man has disappeared.

Trains Snowed Up.
Passengers in three trains have been snowed up for a week in East Thrace and are still detained at Tcherkeskeuy. A fourth train that has been snowed up is the Simpon express, and all its passengers, including Sir Gilbert Clayton who is on his way to Iraq, were brought to Constantinople by motor-car and then proceeded by steamer from Rodosto.

TUNNEL THROUGH BEN NEVIS.

ALUMINIUM WORKS.

[BRITISH WIRELESS SERVICE.]

RUGBY, Feb. 11th.

The fifteen miles long tunnel, which has been driven through the Ben Nevis range near Fort William is nearing completion, and on Saturday the last shot was fired by the wife of the consulting engineer of the contractors.

The main purpose of this long underground waterway, of which about one half has still to be lined with concrete, is the manufacture of aluminium, and when the factory is in operation, employment will, it is anticipated, be afforded to several thousand workmen. The undertaking is a gigantic one, and will involve the cost of several million pounds. In addition to the tunnel, there are twelve shafts, intake dams, conduits, pipe-lines, and power house factory, as well as 22 miles of access railways. The works are designed for the total development of 120,000 horse power, and the tunnel is believed to be the largest of its kind in the world.

NURMI BEATEN IN AMERICA.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Feb. 10th.

The hitherto invincible Finnish runner Nurmi has been decisively beaten in a mile run at Madison Square Gardens yesterday evening by Ray Conger, of the Illinois Athletic Club, who finished twelve yards ahead of Nurmi. His time was 4 minutes 17.2/5 seconds, compared with Nurmi's record of 4 minutes 12 seconds set up four years ago.

The Canadian Olympic runner Percy Williams beat the American cracks in 60 and 50 yards sprints in times of 6.2/5 and 5.3/5 seconds respectively. Canada has also beaten the United States in a relay race, while the Swede Edwin Wide won the two mile race in 21.84/5 minutes.

FUNERAL OF LEON TORAL.

MURDERER OF OBREGON.

MOUNTED POLICE CHARGE CEMETERY.

[THROUGH REUTER'S AGENCY.]

MEXICO CITY, Feb. 11th.

One man has been killed, thirty injured and twenty arrested at the funeral of Leon Toral. Thousands thronged the route and threw flowers on the coffin, crying "Viva Toral." Firemen were obliged to play hoses on the crowds, some of whom retaliated by throwing stones. Mounted Police charged the cemetery as the body was being lowered into the grave.

PERILS OF A MEXICAN PRESIDENT.

TRAIN BLOWN UP BY BOMB.

[THROUGH REUTER'S AGENCY.]

MEXICO CITY, Feb. 11th.

A bomb exploded under a train which was carrying President Portes Gil, the President of Mexico, between Comanfort and Rinconcillo. The locomotive and two coaches were overturned and a fireman was killed, but the President was unhurt.

FRENCH DAVIS CUP PLAYER.

AMATEUR STATUS.

[THROUGH REUTER'S AGENCY.]

PARIS, Feb. 8th.

The French Lawn Tennis Association has reinstated as an amateur, the former Davis Cup player, M. Paul Feret, at the latter's request. M. Feret turned professional round about the same time as Middle Legglen.

Telegrams in Brief.

The Sinn Féin politician, Mr. De Valera, whose arrest on crossing the Ulster border created a mild sensation a few days ago, has been sentenced to a month's imprisonment in the second division at the Belfast Police Court. De Valera was arrested on his way to the opening ceremony of a Gaelic Bazaar in Belfast, and his arrest was effected on an old order prohibiting his entry into Ulster.

A dispute in the timber industry owing to the rejection by the workers of the Arbitration Court's award, declaring for a working week of 46 hours instead of 44, is threatening to develop more seriously. The delegates of thirty-two Federal Unions have authorised the Australian Council of Trade Unions to take sole charge of the operation of extending the trouble to the entire building trades and other unions if they deem it necessary. Federal intervention is regarded as inevitable.

While Paris is bristling with financial experts of six countries, accompanied by their staffs, who are gathering in a final effort to settle the reparations problem, in accordance with the agreement reached at Geneva in September last year, a statement by the Agent-General for Reparations, Mr. Parker Gilbert, has just been issued in Berlin. The statement discloses that the funds already available for distribution in the fifth annuity year, when the German payments under the Dawes plan reach their maximum of 2,500,000,000 gold marks, total nearly 1,100,000,000 gold marks.

It is learned with satisfaction that Flight Lieutenant Chapman and Flying Officer Davis, the R.A.F. pilots who made a forced descent in a big troop-carrying aeroplane, while on their way to Kabul, are quite safe. They are at present staying with a tribal chief near Jalalabad after spending five days with Ali Ahmed Khan, the new pretender to the Afghan throne. They are being well treated.

Mrs. Viola Fokker, wife of the Dutch aeroplane inventor, fell from a window on the fifteenth floor of her apartment at River Side Drive, New York, and was killed.



MERRY and happy—full of energy and romping fun—their glorious health is derived from nourishment and from that source alone.

The energy and vitality that children are so prodigal in spending has to be made good from the energy-creating elements to be obtained only from nourishment. They are growing—physically and mentally—and nourishment is essential for healthy growth.

Give your children delicious "Ovaltine" as their daily beverage. For "Ovaltine" is all nourishment—health and energy-giving nourishment. This delicious combination of Nature's best foods presents in correct nutritive proportions not only all the vitamins but every other element their little bodies need to build strong bones, straight limbs and sound muscles.

From malt, milk and eggs the nutritive elements are extracted, concentrated and rendered easy of digestion. One cup of "Ovaltine" contains more nourishment than three eggs.

Children love the delicious flavour of "Ovaltine." Make it their daily beverage. Note their increased energy and vitality and see on their cheeks the glow which comes only from the enjoyment of perfect health.

OVALTINE
TONIC FOOD BEVERAGE

[A.P. 8]

HOME FOOTBALL RESULTS.

SURPRISES IN THE ENGLISH LEAGUE.

LESSER LIGHTS WIN MANY MATCHES.

FULHAM DETHRONED.

Saturday's matches in the English League provided many surprises several of the stronger teams being eclipsed by the lesser lights. Among the leaders Sheffield Wednesday alone in Division I, succeeded in avoiding defeat, but with the loss of one point. Nine visiting teams in the Southern Section of Division III, were beaten, while the other two shared the points.

Leeds United collapsed before West Ham, and secured only two goals in a total of ten. Nottingham Forest, at home, surprised Chelsea, leaders in Division II. Southampton, the great side for their futures drawing, were beaten by the lowly placed Oldham. Middlesbrough scored eight goals to three against the Wolves.

Northampton replaced Fulham in the leadership of the Southern Section. One of the surprises was the defeat of the Queen's Park Rangers at home by Bristol Rovers, and another, Gillingham's collapse when they received Newport. Stockport, leaders in the Northern Section, also lost unexpectedly to Accrington. Home teams in this Section won nine matches some of which were expected to result in favour of the visitors.

The Scottish Rangers registered another victory. They have now completed two-thirds of their League programme and lost only two points in drawn games.

Results of Saturday's matches and revised League tables are appended:—

[TELEGRAPH REUTER'S AGENCY.]

ENGLISH LEAGUE.

Division I.

Birmingham	1	Sunderland	0
Bolton	2	Wednesday	1
Burnley	0	Leicester	1
Cardiff	0	Aston Villa	2
Huddersfield	0	Arsenal	1
Liverpool	1	Everton	2
Manchester C.	1	Blackburn	2
Newcastle	5	Manchester U.	0
Portsmouth	1	Derby	0
Sheffield U.	6	Bury	0
West Ham	8	Leeds U.	2

Home wins 4, away wins 6, drawn 1.

Goals scored: Home 25, away 18.

Division II.

Bristol C.	3	Barnsley	1
Clapton	1	Swansea	2
Hull	0	Grimsby	3
Middlesbrough	8	Wolves	3
Notts For.	3	Chelsea	0
Oldham	3	Southampton	0
Preston	0	Notts C.	1
Reading	0	Millwall	1
Stoke	4	Bradford	0
Tottenham	4	Port Vale	0
West Brom.	2	Blackpool	2

Home wins 6, away wins 4, drawn 1.

Goals scored: Home 28, away 17.

Division III (Southern).

Charlton	3	Southend	2
Coventry	1	Bournemouth	2
Fulham	2	Watford	0
Gillingham	0	Newport	4
Luton	2	Brentford	1
Northampton	4	Merthyr	1
Norwich	6	Exeter	0
Plymouth	2	Walsall	2
Queen's P.R.	0	Bristol R.	3
Swindon	2	Brighton	2
Torquay	1	Charlton P.	2

Home wins 4, away wins 2, drawn 2.

Goals scored: Home 22, away 22.

Division III (Northern).

Accrington	2	Stockport	0
Barrow	3	Ashington	0
Bradford C.	2	Halifax	0
Carlisle	1	Crawley	0
Chesham	3	Tranmere	1
Hartlepool	4	Doncaster	1
Lincoln	1	Darlington	0
New Brighton	1	Southport	0
Rotherham	4	Wigan	2
Wrexham	3	Nelson	1

Home wins 9, away wins 0, drawn 2.

Goals scored: Home 26, away 10.

SCOTTISH LEAGUE.

Division I.

Ayr	1	Hamilton	1
Clyde	2	Aberdeen	1
Dundee	1	Falkirk	0
Hearts	3	Airdrie	0
Queen's Park	6	Hibernians	1
Rangers	1	Partick	3
St. Johnstone	0	Celtic	1
St. Mirren	0	Kilmarnock	2
Third Lanark	2	Kilmarnock	2

Home wins 4, away wins 5, drawn 1.

Goals scored: Home 20, away 16.

LEAGUE TABLES.

The English League Tables and Scottish League Table (Division I), up to and including matches completed on Saturday are appended:—

ENGLISH LEAGUE.

Division I.

Wednesday	23	15	5	5	37	29	33
Blackburn	23	15	5	5	33	36	24
Sunderland	23	14	5	9	27	45	23
Aston Villa	27	15	3	9	24	53	23
Derby	23	14	2	10	38	43	32
Leicester	27	12	7	8	33	49	27
Leeds	27	13	5	9	36	50	31
Huddersfield	23	12	6	10	37	50	28
Everton	23	13	3	12	45	44	29
Liverpool	27	10	7	10	40	49	27
Bolton	23	11	6	12	31	61	24
Manch City	23	10	9	10	45	48	27
Arsenal	23	12	3	14	49	39	27
Newcastle	23	12	3	14	49	39	27
Sheffield U.	23	10	6	12	41	61	26

THE "SOCCER" INTERPORT.

HONG KONG'S FINE VICTORY.

A PAIR OF FINE GOALKEEPERS.

Before a big attendance, which included H.E. The General Officer Commanding, Hong Kong gained a well merited victory over Shanghai. It was a game of thrills which the spectators thoroughly enjoyed. The local team were always just masters of the situation, and only a grand display by David, the visiting goalkeeper, saved the visitors from a heavier defeat.

Punctually at 3.30 p.m. Mr. F. Smith lined the teams out as follows:—

Hong Kong:—Clarke; Wynne, Bishop; Everest, McKelvie, Lam Yuk Ying; Barkham, Fung King Chung, A. Gosano, Suen Kam Shun and Caldwell.

Shanghai:—David; Wilson, Palmer; Pote-Hunt, Gash, Costa; Favacho, Sinclair, Wright, Turner, Stokes.

Hong Kong won the toss and soon showed their mettle by a concerted attack which failed when Lam Yuk Ying went wide from long range. Barkham was next prominent with a delightful run and passed to Fung King Chung, the latter's shot being badly judged.

Play was of a very scientific nature and the spectators were afforded a struggle in which both teams gave of their best. The Hong Kong forwards were combining brilliantly but their attacks were repeatedly broken up by the Shanghai half-back line, amongst whom Gash was the outstanding figure.

The opening goal, which was scored after ten minutes play, caused rare enthusiasm, Suen Kam Shun giving David no chance after brilliant work by Caldwell.

Stung by this early reverse, Shanghai proceeded to force the pace and Gash shot over the bar when nicely placed.

At the other end David brought off an extraordinary line save from Barkham, his clearance being most generously applauded. A moment later Clarke gave a test of his quality by dealing with a header from Wright. The home goalie was kept busy for some time, Wright and Turner both sending in shots which required close attention.

Hong Kong were quickly back on the attack and David brought off a superb one-handed save from Gosano. The visiting goalie's momentary loss of judgment and agility being highly praised. Hong Kong continued to attack and Barkham forced a corner which proved fruitless. Further attacks were frustrated by Wilson and Palmer, their covering work being extremely effective. Shanghai became aggressive at this stage, and after forcing a corner, Pote-Hunt sent wide from a good scoring position. The home team were soon back on the attack and Barkham missed an inches after a delightful movement in which he and Gosano were associated. Exchanges ruled fast and even up to the interval, Hong Kong de-serving their narrow lead.

Half-time: Hong Kong 1, Shanghai 0.

Hong Kong resumed with great éclat, Caldwell forcing a fruitless corner within the first three minutes.

For a time both defences proved superior to the attack. Then Hong Kong further increased their lead through Fung King Chung, who found the net with a beautiful drive.

In spite of this further reverse Shanghai set up persistent attacks, Favacho being a conscientious and untiring player, but such was the quality of the home defence that the Clarke was rarely called upon. Success home team met with further success at this stage, A. Gosano, netting from Suen Kam Shun's pass. Shanghai battled gamely to the end and were attacking when the final whistle blew.

Result: Hong Kong 3, Shanghai 0.

OUTSTANDING PLAYERS.

The game was of a most interesting nature, both teams playing football worthy of the occasion, while the most sporting spirit prevailed throughout.

For Hong Kong, Clarke fielded in his usual irreproachable manner and was accorded generous support by Wynne and Bishop. Wynne tackled and kicked in convincing style and was a brain-worker throughout. Bishop was in fine fettle using good judgment and clearing well. The half-back line was a most destructive trio, McKelvie putting in a great amount of work, while Everest and Lam Yuk Ying excelled in their respective positions. Caldwell did well in partnership with Suen Kam Shun. Gosano led the line extremely well although he missed two attempts. Suen Kam Shun and Fung King Chung with Gosano made a dangerous trio and the visitors defence had a grueling time. Barkham showed fine speed and judgment on the wing putting over well-timed centres.

FOR SHANGHAI.

For Shanghai, David was the outstanding player, whose daring and clever saves kept the crowd keyed up with excitement. Wilson and Palmer tackled well but they were up against a tricky forward line. Gash was outstanding in the pivotal position and tried hard to get his forwards moving. Pote-Hunt was a clever player and played well to his skipper. Costa found Barkham too nippy for him and failed to keep up the pace.

Wright did not hold his line together. Almost every time that he got the ball he forgot the men on the right and left of him. In the closing minutes he tried out on the right wing but his shooting was wild. Favacho was outstanding in the forward line. He gave Clarke the most difficult shots to deal with and was a trifle unlucky with a couple of shots. Turner and Sinclair were good individually whilst Stokes had little to do on the left.

The team work of Hong Kong carried them through and on the day's play Hong Kong deserves their win and the Shanghai skipper remarked at the close of the game, "The better team had won."

The K.O.S.B. hands were in attendance and played selections on the ground before the kick off and during the interval.

The crowd was a good one and the play was followed with interest throughout, applause being given generously to both teams.

HOLIDAY FOOTBALL AT CAROLINE HILL.

CHINESE TEAM BEAT THE HONG KONG POLICE.

The Chinese fielded practically a reserve team against the Police at Caroline Hill in a friendly game on Sunday and won by two goals to one. Mr. Herbert, Shanghai F.A., had charge of the game. Duffy of the Shanghai team turned out to turn in goal for the Police in place of Clarke. The play was scrappy throughout. Chi Kwok Lum opened the score after Wan had saved from Ip Pak Wah. Li Tin Sang handled the penalty line and the free kick was cleared by the goalkeeper. Later, Fraser equalised. Half-time: Chinese 1, Police 1.

The teams went out for the lead on resuming, the Chinese goal having many escapes. Swan kept a good goal for the Police and Duffy and Hudson were outstanding in the Police middle line, while Muir played a sound game at back. Just before the final whistle sounded, Ip Pak Wah took a pass from Choi Ping Fan and gave Swan no chance with a shot from close range. Result: Chinese 2, Police 1.

LEAGUE TABLES TO DATE.

Division I.

Queen's Regt.	14	9	2	3	29	19	20
South China	13	9	2	2	22	13	20
H.K. Police	14	8	3	2	23	15	19
China Ath.	13	7	4	1	29	17	13
K.O.S.B.	12	5	2	5	30	17	12
R.A.F.	12	8	0	6	20	24	12
Royal Navy	13	5	1	7	24	21	11
Club de Rec.	13	4	3	6	24	21	11
Kowloon F.C.	13	3	3	7	11	17	11
H.K.F.C.	12	2	4	6	13	33	8
Small Units	14	0	0	14	8	53	0

Division II.

K.O.S.B. Res.	13	11	1	1	14	13	23
R.N. Res.	13	11	1	1	13	13	23
Queen's Regt.	12	9	2	1	17	14	10
China Ath. Res.	11	8	1	2	27	10	17
St. Joseph's	16	6	2	8	24	29	14
St. China "B"	14	6	2	6	24	33	14
R.A.F.	15	5	2	8	31	24	12
K.F.C. Res.	13	3	5	5	14	33	11
Eastern F.C.	12	3	4	5	19	25	10
St. China "A"	15	1	7	7	16	34	9
Small Units	17	3	3	11	30	54	9
R.A. Res.	13	2	3	8	20	46	8
C. de Rec. Res.	14	3	2	9	15	41	8

JUNIOR LEAGUE.

Only two games in the Junior League were played.

South China "B" Club de Rec. Reserve Reserves and Eastern F.C. failed to turn out. The game between Kowloon Reserves and China Athletic Reserves was played as a friendly.

The two League games resulted as under:—

R.A.F. 5; R.A. Res. 0.
St. Joseph's 2; Small Units Res. 1.
Friendly games played on the Railway ground resulted as under:—
H.M.S. Suffolk 6; Kowloon F.C. 0.
Kowloon F.C. Res. 0; China Ath. Res. 0.

ST. JOSEPH'S v. SMALL UNITS.

St. Joseph's took up the attack from the kick off but several corners against the Small Units were cleared. The play was fairly even and just before half time next week by St. Joseph's ended in Souza sending the ball into the net.

Small Units attacked strongly on resuming but their shooting was wild. From a breakaway by Leonard on the right, Costello headed a fine goal putting St. Joseph's two up.

Small Units attacked strongly and Brooks cleared the bar from a good position. Leonard sent across and Costello sent into Watson's hands. Twelve scored for the Small Units, the result being a win for St. Joseph's by two goals to one.

R.A.F. v. R.A.

The Air Force were completely masters of the situation in this second division League match at King's Park on Saturday and fully deserved their conclusive victory. Artillery were only able to field ten men and rarely showed promise of making a successful fight for the points. The only goal of the first half was registered by Jarvis, who proved a most effective forward.

The airman did practically what they pleased after the change of ends and further points were registered by Buckland, Taylor, who put through his own goal, and Plunkett. Result: R.A.F. 5; R.A. 0.

KOWLOON v. ATHLETIC.

After a grueling encounter Athletic managed to collect a point in a match against Kowloon on the latter's ground last Saturday. The trend of the play was distinctly in favour of the Athletic, and Kowloon may be considered fortunate in that the game resulted in a goal-less draw. For practically the whole of the first half the ball remained in the region of the home goal, but through a succession of accidents, it was not netted.

At the commencement of the second half Chau Yan Kwai, of the Athletic, sent a splendid drive over the cross-bar by inches. Kowloon, apparently daunted by the frequent Athletic attacks, made a few desperate efforts to reach their opponents goal, which did not, however, materialise.

Result: Kowloon 0; Athletic 0.

KOWLOON v. H.M.S. SUFFOLK.

These teams met in a friendly encounter on Saturday on the Railway ground, Kowloon, and victory went to the visitors by five clear goals.

The Suffolk team are a formidable proposition and proved their ability by piercing the Kowloon defence with ease. The opening stages saw the home team aggressive, but the forward line as a whole lacked cohesion and numerous chances went astray. The Suffolk team, on the other hand, worked together with precision, and a lively forward line, in which Peacock was the star turn, kept the home defenders on their toes throughout. Play throughout the first half was fast and interesting, both custodians being able to keep their charges intact.

Kowloon re-started well but poor work in front of goal was responsible for their failure to score. At the other end Stapleton placed a corner kick so accurately that Peacock was presented with a gift goal. Kowloon fell away badly in the later stages and the sailors dominated the play.

Result: H.M.S. Suffolk 5; Kowloon 0.

HOCKEY.

Playing on the U.S.R.C. ground the Hong Kong Club and XI, drew with the K.O.S.B. team with two goals each.

INTERPORT RUGBY MATCH.

HONG KONG'S GALLANT VICTORY.

On Saturday the annual Interport Rugby contest was played on the Club ground before an audience which made up in enthusiasm what it lacked in numbers. But there were an unusually large number of people present for a Rugby game.

The ground was in excellent condition and on the whole was not so hard as it might have been. The teams took the field amid great applause and a ding-dong game ensued. It early became apparent that the two Hong Kong wing forwards, Smith and Massey, were doing great work in preventing Shanghai from starting their three off from the base of the scrum. Exchanges ruled slightly in favour of Hong Kong until Stanton had the misfortune to tear a ligament in his shoulder. He was taken off and Massey came out. The only score in the first half was a brilliant try by Wales after some excellent passing, when the ball had gone out towards the wing and then came back to the centre.

On resuming Stanton made a gallant effort to carry on with one arm strapped up, but he soon had to go again. Thereafter the game was a grim struggle, with Hong Kong's seven forwards working grimly. The Shanghai attack seemed to lack finish and their tackling in the centre was often at fault. But Shanghai was pressing them hard at times. Then, Koop got away on the left and parted with the ball just before he was pushed into touch near the corner flag. Plummer picked up the Hong Kong were 6 points up. Then the Shanghai forwards came away and their efforts were rewarded with a try which should have been, but was not, converted.

Once more Hong Kong went to it and Plummer secured and averting through in a manner reminiscent of Poulton went through the whole Shanghai team. The try, though not converted, seemed to spur on the home side to further efforts and a fourth try was added after some nice passing, the ball being touched down away out on the right. Some hold that there was a forward pass. I was not in a position to see, but Evans as a referee is so sound that I don't believe it.

Shanghai now came back and McGill sprinted round the wing with a beauty. With the score at 12-8 against them the visitors went all out. Twice they had the Hong Kong line at their mercy with two three-quarters to spare, but the passes in the centre went astray. But the home supporters all breathed a sigh of relief when time was called.

Both sides played very stoutly if not entirely scientific football. I think the home side won as they had a shade the better of the argument in the centre, outside the scrum. Bonnar, Wales and Plummer played brilliantly and turned the scale but they could not have done so but for the gallant work of (Continued on next column).

CLAUDE FALKNER AT SHANGHAI.

SOME GOOD BREAKS.

Claude Falkner continues to show fine form on his tour, and his play at Shanghai has been a revelation. Breaks made are as follows:—Thirty Club, 268, 176, 138, 109; French Club, 191, 138, 129; Maccabean Club, 513, 154, 137; American Club, 299, 150, 148; Y.M.C.A., 238, 180, 170.

the pack. It is difficult to do justice to Shanghai as one does not know the men individually—but they were an excellent team.

Both sides seemed to find a good deal of difficulty in controlling the new and light ball. McGill was, I think, the best wing on the field. Massey for the home side did excellent work when taken out of the scrum to an unfamiliar place.

Teams:—
Hong Kong:—Grieve; Scott, Stanton, Plummer, Koop; Wales, Bonnar; Milne, Day, Akhurst, Lickie, West, Riddell, Massey, Moodie and Lithgow Smith.

Shanghai:—Dunkley; McGill, Hubbard, Richard, Brown; Newcomb, Neill, Murray, Stewart, Pawley, Dewar, Mackintyre, Kane, Watson and Silby.

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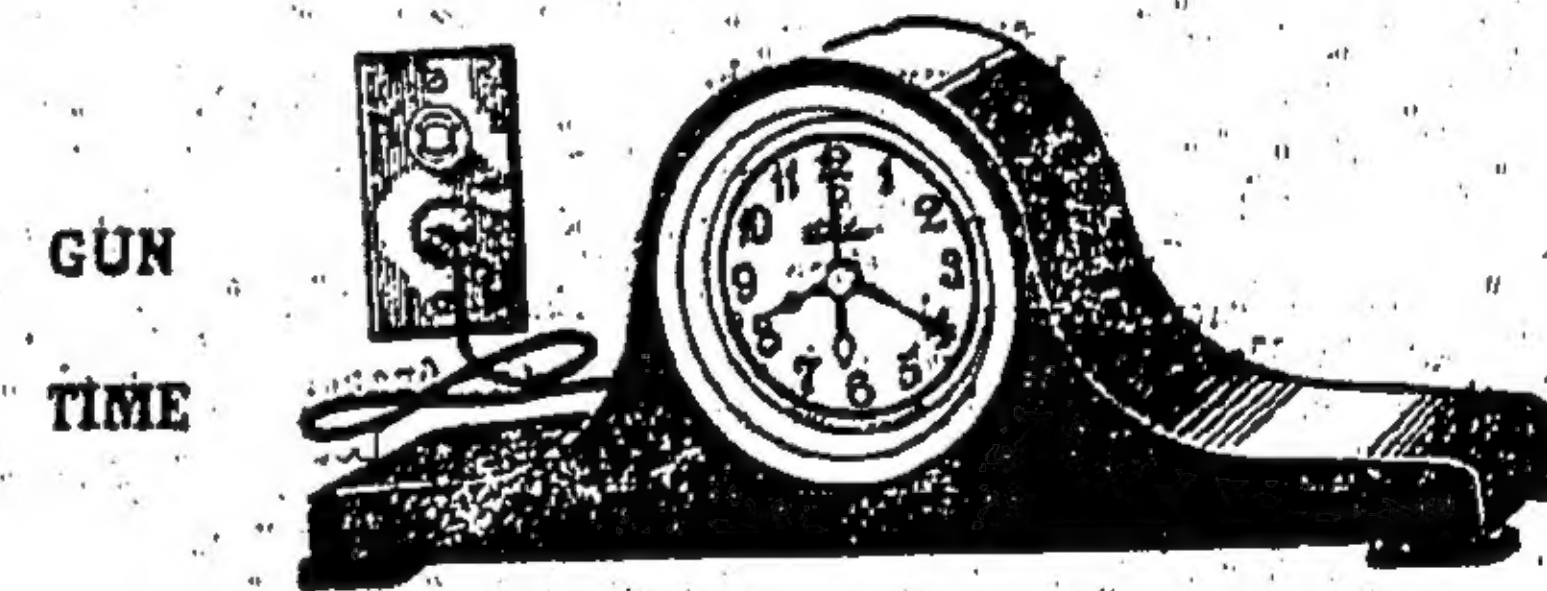
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Pres. Taft, Tues., Mar. 12th
Pres. Jefferson, Tues., Mar. 26th

Pres. Madison, Tues., Feb. 19th
Pres. Jackson, Tues., Mar. 5th
Pres. McKinley, Tues., Mar. 19th
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Pres. Garfield, Sun., Mar. 10, 8 a.m.
Pres. Johnson, Sun., Mar. 24, 8 a.m.

Pres. Monroe, Sun., Apr. 7, 8 a.m.
Pres. Wilson, Sun., Apr. 21, 8 a.m.
Pres. Van Buren, Sun., May 5, 8 a.m.

To Manila

Pres. Madison, Feb. 12th, 6 p.m.
Pres. Pierce, Feb. 16th, 6 p.m.
Pres. Jackson, Feb. 26th, 6 p.m.

Pres. Taft, Mar. 2nd, 6 p.m.
Pres. McKinley, Mar. 12th, 6 p.m.
Pres. Jefferson, Mar. 16th, 6 p.m.

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LOCAL JOURNALIST "MISSING."

LURED INTO THE WILDS.

MYSTERY OF Y.M.C.A. RAMBLER.

Some anxiety was felt in the Daily Press office up to a late hour last evening owing to the strange disappearance of "Rambler," our tame humourist. It appears that he was enticed into taking part in a Y.M.C.A. "ramble" at Kowloon. Leaving by the 9-15 train for Fanling, the party, numbering about 20, proposed to tramp across the hills to the Dragon's Pool. "Rambler" was expected to report to the editor with a written account of the jaunt but, up to a late hour, had not put in an appearance. "Rambler," who is 30 years of age, was a member of the London Press Club, and prior to joining the staff of the Daily Press was a contributor of humorous articles to the London "Star."

Arrangements have been made for search parties to leave Kowloon at 9 o'clock this morning if he fails to return.

STOP PRESS.

"RAMBLER" FOUND.

Leaving the office shortly after midnight, the Editor of the Daily Press stumbled over the recumbent figure of a man lying at the foot of the stairs. An electric torch revealed the lost scribe and his ultra-ego, "Jay," exhausted, weary and sound asleep (He had not been celebrating New Year!) and with his shoes dangling around his neck his precious manuscript clutched in his hand. It will appear in full in to-morrow's issue of the Daily Press.

SATURDAY'S BOXING TOURNAMENT.

DAVIES ANNEXES LIGHT-WEIGHT CHAMPIONSHIP.

SIX INTERESTING BOUTS.

Saturday's boxing tournament, under the auspices of the Hong Kong Boxing Association, at the Theatre Royal, was very well attended, and all the contestants gave a very good account of themselves. A.B. Davies, of H.M.S. Hermes, and Ldg. Seaman Hall, of H.M.S. Titania, were the chief drawing cards. They featured in the main event, which was a 15 round contest for the Lightweight Championship of the Colony and also the Murdoch Belt. Davies won after a snatching good fight. The other fighters, although lacking science, proved themselves lads who knew how to take any amount of punishment. After the main bout, Fraser and A.B. Hall were the thrill providers. These two men went the full distance of a 10-round contest in the welterweight class, and although Fraser had once been the champion in this weight, he was easily outclassed by the more pugacious Hall.

RESULTS AT A GLANCE.

Sto. Walters (134 lbs.), H.M.S. Hermes, knocked out A.B. Adams (126 lbs.), H.M.S. Bruce, in the second round of a six-round bout.
A.B. Friend (136 lbs.), H.M.S. Titania, won on points in a six-round contest against Sto. Odell (129 lbs.), H.M.S. Hermes.
A.B. Trimming (148 lbs.), H.M.S. Hermes, technically knocked out A.B. de Bell (132 lbs.), H.M.S. Bruce, in the third round of a six-round bout.
A.B. Hall (143 lbs.), H.M.S. Hermes, won on point over Marine Fraser (147 lbs.), H.M.S. Tamar, in a ten-round contest.
A.B. Davies (133 lbs.), H.M.S. Hermes, won the Lightweight Championship and the Murdoch Belt from Ldg. Seaman Hall (135 lbs.), H.M.S. Titania, in a fifteen round contest.
A.B. Milbourn (123 lbs.), H.M.S. Kent, knocked out E.K. Sils (117 lbs.), H.M.S. Hermes, in the first round of a six-round fight.

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Goods not cleared by the 15th February, 1929, at Noon, will be subject to Rent. All broken, chafed and damaged Packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard and Douglas, on 16th February, 1929, at 10 a.m. Claims against the Vessel including those for Cargo short delivered must be presented on the Special Form provided, and must also be submitted within 30 days of arrival otherwise they will not be recognized. No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., Agents.

Hong Kong, 11th Feb., 1929. [7384]

NORDEUTSCHER LLOYD, BREMEN.

THE Steamship "DERFFLINGER"

having arrived from BREMEN, HAMBURG and Ports, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, Delivery may be obtained. All Goods remaining undelivered after the 15th of February, 1929, will be subject to Rent. No Fire Insurance will be effected by us in any case whatever. Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ashie at 10 a.m. on the 16th of February, 1929. No Claims will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognized. Consignees are requested to surrender their Bills of Lading to the Undersigned for countersignature.

MELCHERS & CO., Agents.
NORDEUTSCHER LLOYD, BREMEN.
Hong Kong, 10th Feb., 1929. [7383]

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, Feb. 11th.

Previous Day Date On Day
at 2 p.m. 6 a.m. 2 p.m.

Barometer... 30.10 30.06 30.09
Temperature... 68 64 68
Humidity... 67 72 73
Wind...
Direction... N E S
Force... 4 2 2
Weather... 0 0 0
Rain... 0.0 0.0 0.0

Highest open-air Temperature, 10th, 69
Lowest open-air Temperature, 11th, 64

B-Blue sky; C-Cloudy; D-Drizzle; F-Fog; L-Lightning; M-Mist; O-Overcast; P-Passing showers; Q-Squalls; R-Rain; T-Thunder.

HONG KONG TIDE TABLE.

From February 12th to 18th, 1929.

HIGH WATER. LOW WATER.

Day of Week	Day of Month	Hong Kong Standard Time	Height	Hong Kong Standard Time	Height
Tue	12	11 47 45	5 35	6 07	0 7
Wed	13	11 44 45	4 44	5 17	1 2
Thur	14	11 52 47	5 25	6 8	1 2
Fri	15	12 04 50	6 17	5 18	1 3
Sat	16	12 14 53	7 17	4 18	1 3
Sun	17	12 10 56	8 04	3 18	1 3
Mon	18	12 11 58	8 31	2 18	1 3
	19	12 06 59	9 14	1 18	1 3

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M.V. "Chile" ... 23rd Feb.

Optional Bills of Lading issued to United Kingdom Ports.

For further particulars, please apply to—

JOHN MANNERS & CO., LTD.

(MERCANTILE BANK BUILDING)

Telephone C. 407.

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

ORINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES OF Cargo by Co.'s Vessel "PATROCLOS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Thru and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 9th February.

Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period. No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 18th February, will be subject to Rent.

All Claims against the Vessel must be presented to the Undersigned on or before the 4th March, or they will not be recognized. No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

5th February, 1929. [7383]

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM MIDDLESBRO, DUNKIRK, ANTWERP, LONDON, STRAITS & PHILIPPINES.

The Steamship "BENLEDI"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, Delivery may be obtained. No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 12th instant, will be subject to Rent. All Claims against the Steamship must be presented to the Undersigned on or before the 28th instant, or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 11th instant, at 10 a.m., by Messrs. Goddard & Douglas. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 5th Feb., 1929. [7382]

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM MIDDLESBRO, DUNKIRK, LONDON AND STRAITS.

The Steamship "BENLAWEES"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Ltd., whence, and/or from the wharves Delivery may be obtained. No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 14th instant, will be subject to Rent. All Claims against the Steamship must be presented to the Undersigned on or before the 28th instant, or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant, at 10 a.m., by Messrs. Goddard and Douglas. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 7th Feb., 1929. [7376]

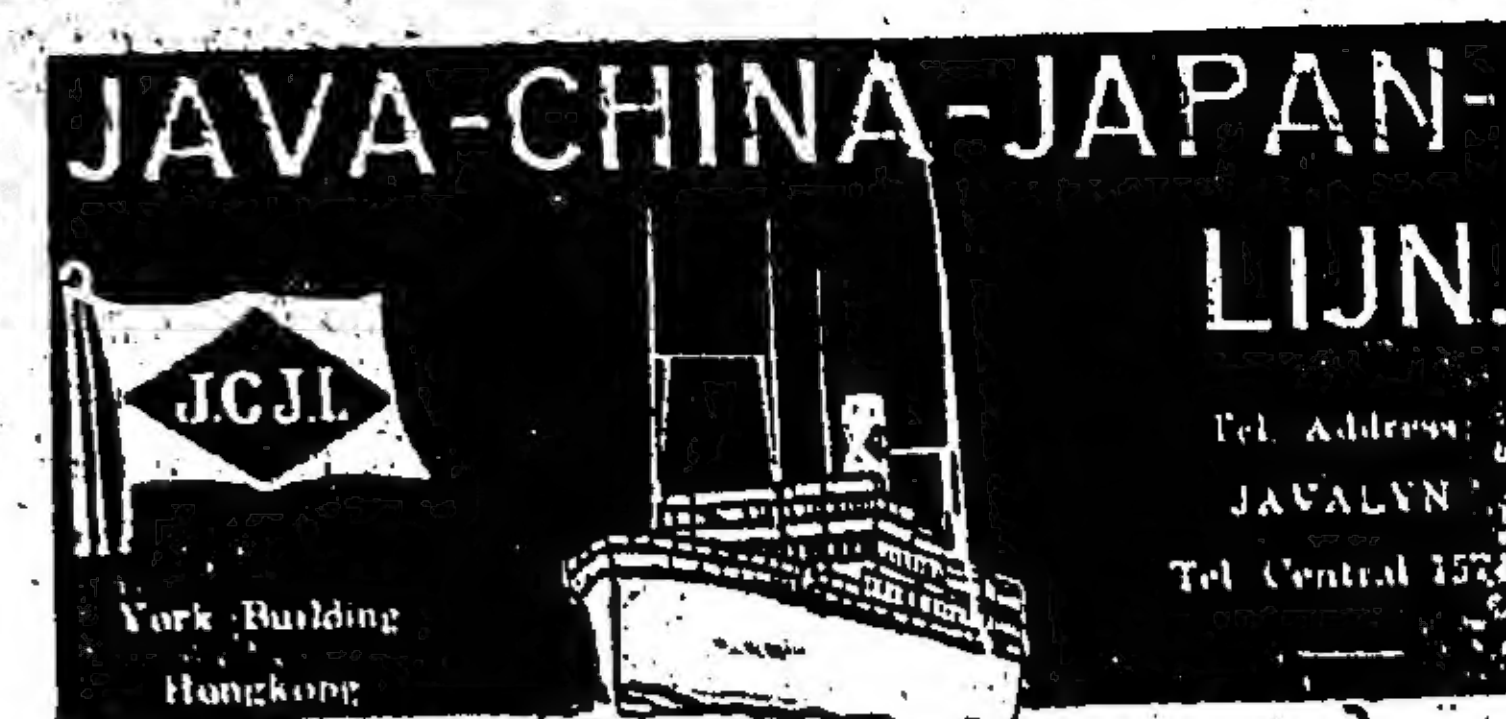
NORDEUTSCHER LLOYD, BREMEN.

THE Steamship "BREMERHAVEN" having arrived from BREMEN, HAMBURG and Ports, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, Delivery may be obtained.

Consignees are further notified that Steamship "BREMERHAVEN" has taken at Bremen through Cargo for Hong Kong ex S.S. "BYRON", S.S. "H. A. NOELZE" and S.S. "KING" from Scandinavian Ports.

All Goods remaining undelivered after the 12th of February, 1929, will be subject to Rent. No Fire Insurance will be effected by us in any case whatever. Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ashie at 10 a.m. on the 9th of February, 1929. No Claims will be admitted after the Goods have left the Godowns and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognized. Consignees are requested to surrender their Bills of Lading to the Undersigned for countersignature.

MELCHERS & CO., Agents.
NORDEUTSCHER LLOYD, BREMEN.
Hong Kong, 6th Feb., 1929. [7383]



QUICKEST SAILING TO JAVA

REGULAR WEEKLY SERVICE FROM HONG KONG TO JAVA
REGULAR FORTNIGHTLY SERVICE FROM HONG KONG TO MANILA

SOUTH BOUND.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON WEDNESDAY	FOR
TJITAROEM	DALAT, K'LUNG, & AMOT	18th Feb.	18th Feb. 4 p.m.	MAKASSAR & SOERABAYA, BATAVIA
TJISONDARI	S'HAL & AMOT	18th Feb.	20th Feb. 4 p.m.	MAKASSAR & SOERABAYA, BATAVIA
TJILEBOET	DALAT, K'LUNG, & AMOT	25th Feb.	27th Feb. 4 p.m.	MAKASSAR & SOERABAYA, BATAVIA
TJIKEMBANG	S'HAL & AMOT	25th Feb.	2nd Mar. 4 p.m.	MAKASSAR & SOERABAYA, BATAVIA
TJIKINI	DALAT, K'LUNG, & AMOT	10th Mar.	18th Mar. 4 p.m.	MAKASSAR & SOERABAYA, BATAVIA

NORTH BOUND.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIKEMBANG	BATAVIA	16th Feb.	18th Feb.	AMOT & SHANGHAI
TJIMANOEK	JAVA, MAKASSAR	20th Feb.	23rd Feb.	AMOT & N. CHINA
TJIKARANG	BATAVIA	27th Feb.	2nd Mar.	AMOT & SHANGHAI
TJISALAK	JAVA, MAKASSAR	6th Mar.	9th Mar.	AMOT & N. CHINA

TO MANILA.

STEAMERS	FROM HONG KONG	FROM MANILA
TJITAROEM	13th February, 4 p.m.	16th February
TJILEBOET	27th February, 4 p.m.	2nd March
TJIKINI	13th March, 4 p.m.	16th March

EXCURSIONS TO JAVA

The regular service of the Java-China-Japan-Lijn steamers from Hong Kong to Java, and vice-versa, offers a splendid opportunity for excursions to Java (the Pearl of the East) and to other parts of the Dutch East Indies.

Famous for craters, and volcanoes, delightful scenery, invigorating mountain resorts, excellent sporting facilities.

Travel in comfort on first class steamers, having excellent accommodation for passengers, a European Doctors and Wireless telegraphy.

Hong Kong to Batavia (7 days)
saloon fare: \$175, return \$300.

Agents for ROYAL NETHERLANDS INDIES AIRLINES, LTD.

JAVA-CHINA-JAPAN LIJN.

Yokohama Building. Telephone C. 1574



Hamburg-Amerika Linie.

COMBINED FREIGHT AND PASSENGER SERVICE. CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS. FARE FROM HONG KONG TO GENOA—£73.0.0.

OUTWARD.

Sailings from Europe for Shanghai & Northern Ports:—

M.V. "ERMLAND" ... due here on or about the 27th Feb.
M.V. "LEVERKUSEN" ... due here on or about the 3rd Mar.
M.V. "RUEB" ... due here on or about the 16th Mar.
M.V. "VOGTLAND" ... due here on or about the 13th April

HOMEWARD.

Sailings for Genoa, Rotterdam and Hamburg via Manila, Singapore, Colombo & Port Said:—

M.V. "HAVELLAND" ... sailing from here on or about the 23rd Feb.
S.S. "HAYENSTEIN" ... sailing from here on or about the 28th Mar.
M.V. "ERMLAND" ... sailing from here on or about the 25th Mar.
M.V. "LEVERKUSEN" ... sailing from here on or about the 3rd April
M.V. "BREMEN" ... sailing from here on or about the 16th April
M.V. "RUEB" ... sailing from here on or about the 30th April

Calling also at Marseilles.

For Freight, Passage and further Particulars please apply to

JEBSEN & CO.

12, Pedder Street. Agents. Tel. C. 2225, 61. Tel. C. 4784.

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW & SHANGHAI	"TEAN"	On 14th Feb.	8 a.m.
SWATOW, SHANTUNG & TIENTSIN	"SOOCHOW"	On 17th Feb.	8 a.m.
HONGKONG, PAKHOI & HAIPHONG	"CHINKIANG"	On 17th Feb.	10 a.m.
SWATOW & BANGKOK	"KAYING"	On 17th Feb.	Noon
SWATOW, SINGAPORE & BANGKOK	"KINGYUAN"	On 17th Feb.	Noon
AMOI, SWATOW & SINGAPORE	"ANTUNG"	On 17th Feb.	5 p.m.
AMOI, SHANGHAI & TIENTSIN	"SUNNING"	On 19th Feb.	3 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUMICHOW"	On 21st Feb.	4 p.m.
SWATOW & BANGKOK	"KWANGCHOW"	On 24th Feb.	Noon
AMOI, SWATOW & SINGAPORE	"ANKING"	On 24th Feb.	5 p.m.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.

TELEPHONE CENTRAL 33.

Agents.

CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"
THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM
HONGKONG TO AUSTRALIAN PORTS
Through Bill of Lading issued to all Australian, New Zealand and Tasmanian Ports
EXCLUSIVE & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

STEAMERS	Days Home Kowloon	Days to Sail
CHANGTE ...	In Port	15th February
TAIPING ...	8th March	15th March
CHANGTE ...	9th April	16th April
TAIPING ...	7th May	14th May

For Freight and Passage Apply to— BUTTERFIELD & SWIRE.

TELEPHONE CENTRAL 33.

Agents.

NEW YORK, BOSTON AND BALTIMORE

JOINT SERVICE OF THE

"BLUE FUNNEL LINE"

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND
AMERICAN & MANCHURIAN LINE
(MILLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hong Kong.

"AUTOLYTUS"	...	15th February
"CITY OF GUILDFORD"	...	22nd March
"LAOMEDON"	...	5th April

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to Change without Notice.

For Freight and Particulars, apply to— BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONG KONG
HONG KONG & CANTON, JARDINE, MATHESON & Co., Ltd., CANTON.

PRINCE LINE

IMPROVED SERVICE

BY

FAST MOTOR VESSELS

TC

BOSTON

AND

NEW YORK

M.V. "JAPANESE PRINCE"	...	21st February
M.V. "CHINESE PRINCE"	...	19th March

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165. (Incorporated in Great Britain)
Telegrams: Furprince. King's Building.

FRENCH MAIL STEAMERS

Sailings from Hong Kong:

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.	To Yokohama via Shanghai and Kobe.
SPHINX ... 12th Feb.	COMPIEGNE ... 12th Feb.
G. METZINGER ... 26th Feb.	ANDRE LEBON ... 26th Feb.
COMPIEGNE ... 12th Mar.	PORTHOUS ... 12th Mar.
ANDRE LEBON ... 26th Mar.	CHENONCEAUX ... 26th Mar.
PORTHOUS ... 9th Apr.	ATHOS II ... 9th Apr.
CHENONCEAUX ... 23rd Apr.	D'ARTAGNAN ... 23rd Apr.
ATHOS II ... 7th May	SPHINX ... 7th May
D'ARTAGNAN ... 21st May	G. METZINGER ... 21st May

We can issue Through Tickets to Egypt, Syria, Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port-Said, or Djibouti.

COMMERCIAL LINE

For DUNKIRK via Port-Said, Oran, Casablanca, Hamburg, Rotterdam, (Antwerp).

For Full Particulars, apply to—

Cie des MESSAGERIES MARITIMES.

Telephone: Central 3165, and 740.

8, QUEEN'S BUILDING.

Shipping News Arrivals and Departures, etc.

ARRIVALS.

February 8th.

Golden Tide, American str., 3,729 tons, Capt. W. R. Brust, from Amoy, with a general cargo, lying at Stonecutters—States S.S. Co.
Hin Sang, British str., 1,835 tons, Capt. T. Grant, from Sandakan, which port she left on Feb. 2nd, with timber and general cargo, lying at Yau-mat—Jardine, Matheson & Co.
Nishin Maru, Japanese str., 1,680 tons, Capt. M. Kameyama, from Moji, which port she left on February 3rd, with 5,473 tons, lying at buoy No. B21—Y. Sato & Co.
Faholus, British str., 11,300 tons, Capt. T. Minett, from Singapore, which port she left on February 4th, with a general cargo, lying at Holt's Wharf—B. & S.
Tajima Maru, Japanese str., 4,373 tons, Capt. S. Kameyama, from Singapore, which port she left on February 2nd, with a general cargo, lying at Kowloon Wharf—N.Y.K.
Tchekam, Chinese str., 745 tons, Capt. Lo Shing, from Fort Bayard, with a general cargo, lying at buoy No. C40—Po Cheong.
Yu Sang, British str., 1,192 tons, Capt. Thompson, from Wuhu, which port she left on February 3rd, lying at Stonecutters—Jardine, Matheson & Co.

February 9th.

City of Madras, British str., 3,048 tons, Capt. H. B. Provan, from Shanghai, which port she left on February 5th, with 22 tons of general cargo, lying at buoy No. A3—Bank Line.
Foonhing, British str., 1,423 tons, Capt. W. A. Balck, from Canton, lying at buoy No. B7—Jardine, Matheson & Co.
Haiyang, British str., 1,333 tons, Capt. Erwin, from Swatow, with a general cargo, lying at Douglas Wharf—Douglas S.S. Co.
Huichow, British str., 1,222 tons, Capt. J. Beck, from Canton, lying at buoy No. C37—B. & S.
Hydrangea, British str., 581 tons, Capt. W. Brewer, from Swatow, with a general cargo, lying at Chiu On Wharf—Chiu On S.S. Co.
King Yuan, British str., 1,545 tons, Capt. D. H. Martin, from Bangkok, which port she left on January 31st, with 2,276 tons of general cargo, lying at buoy No. B11—B. & S.
Kuma Maru, Japanese str., 4,013 tons, Capt. Takoda, from Iloilo, which port she left on February 5th, lying at buoy No. A1—N.Y.K.
President Polk, American str., 6,304 tons, Capt. W. A. Ross, from Shanghai, which port she left on February 8th, with 799 tons of general cargo, lying at Kowloon Wharf—Dollar S.S. Line.
Sunning, British str., 1,570 tons, Capt. R. Robertson, from Shanghai and Swatow, with 728 tons of general cargo, lying at buoy No. B12—B. & S.
Yuen Lee, Chinese str., 1,681 tons, Capt. A. Krangle, from Saigon, which port she left on February 4th, with 1,980 tons of rice and meal, lying at buoy No. B36—Yuen Sing Fat.

February 10th.

Derflinger, German str., 9,161 tons, Capt. H. Hasbagen, from Manila, which port she left on February 8th, with general merchandise, lying at Kowloon Wharf—Melchers & Co.
Glenamoy, British motor ship, 10,160 tons, Capt. C. E. Homan, from Singapore, which port she left on February 4th, with 1,800 tons of general cargo for Hong Kong, lying at Kowloon Wharf—Jardine, Matheson & Co.
Huichow, British str., 1,220 tons, Capt. J. Maley, from Swatow, with 130 tons of general cargo, lying at buoy No. B34—B. & S.
Kanchow, British str., 1,222 tons, Capt. C. E. Fisher, from Canton, lying at Taikoo Dock—B. & S.
Talamba, British str., 8,017 tons, Capt. H. T. Minett, from Calcutta, which port she left on January 24th, with 5,223 tons of general cargo, lying at Kowloon Wharf—Mackinnon, Mackenzie & Co.
Tamba Maru, Japanese str., 5,544 tons, Capt. E. Harada, from Shanghai, which port she left on February 7th, with a general cargo, lying at Kowloon Wharf—N.Y.K.

Teian, British str., 1,331 tons, Capt. C. Harris-Walker, from Hoilow, with 1,204 tons of general cargo, lying at buoy No. B47—B. & S.
Tjitaroom, Dutch str., 3,666 tons, Capt. H. de Jonge, from Amoy, with 4.5 tons of oranges, lying at buoy No. A2—J.C.F.L.
February 11th.
Alderamin, Dutch str., 4,892 tons, Capt. P. Junier, from Manila, which port she left on February 8th, with a general cargo, lying at buoy No. A10—J.C.F.L.
Chengtu, British str., 1,338 tons, Capt. J. D. Whyte, from Wuhu, which port she left on February 8th, lying at buoy No. C43—B. & S.
Danmark, Danish str., 3,391 tons, Capt. C. Kundsén, from Shanghai, which port she left on February 8th, lying at buoy No. A26—John Manners.
Dorcy, German str., 878 tons, Capt. J. Jacobsen, from Haiphong, with a general cargo, lying at buoy No. C39—Chau Yue Teng.
Havenstein, German str., 4,504 tons, Capt. Y. Babie, from Singapore, which port she left on February 4th, with 2,114 tons of general cargo, lying at buoy No. A24—Jensen & Co.
Hiram, Norwegian str., 1,109 tons, Capt. S. Ehsen, from Swatow, with rice and general cargo, amounting to 1,600 tons, lying at buoy No. C15—Thoresen & Co.
Hydra 2, Norwegian str., 823 tons, Capt. Jass Roed, from Manila, which port she left on February 9th, lying at Taikoo Dock—Thoresen & Co.
President Cleveland, American str., 8,393 tons, Capt. Geo. W. Yarr, from Manila, which port she left on February 8th, with 80 tons of general cargo for Hong Kong and 2,900 tons in transit, lying at Kowloon Wharf—Dollar S.S. Line.
Takiwa, British str., 3,742 tons, Capt. W. E. Grant, from Moji, which port she left on February 7th, with 1,118 tons of general cargo, lying at buoy No. A8—Mackinnon, Mackenzie & Co.
Wing Hong, British str., 2,878 tons, Capt. G. M. Oikens, from Camfa, which port she left on February 7th, with a cargo of coal, lying at buoy No. B50—Wing Foo & Co.

CLEARANCES.

February 9th.

Alderamin, for Takao.
City of Madras, for Singapore.
Derflinger, for Shanghai.
Emp. of France, for Shanghai.
Golden Tide, for Saigon.
Huichow, for Weihaiwei.
Kuma Maru, for Shanghai.
Meikai Maru, for Takao.
Norddeutscher Lloyd, for Saigon.
Nishin Maru, for Shanghai.
President Cleveland, for Shanghai.
President Polk, for Manila.
Sandykren, for Rangoon.
Sunning, for Canton.
Svale, for Singapore.
Tajima Maru, for Shanghai.
Tennessee, for Keelung.
Yuen Sang, for Singapore.
Yu Sang, for Canton.

VESSELS EXPECTED.

Panama and Oriental.

Khiva, Feb. 15th.
Kashgar, Feb. 15th.
Kizilgah, Feb. 17th.
Malwa, March 1st.
Macedonia, March 2nd.
Napora, March 3rd.
Khyber, March 7th.
Nalders, March 15th.
Padua, March 15th.
Karmala, March 21st.
Labore, March 24th.
Mantua, March 25th.
Jeypore, April 11th.
Kashmir, April 11th.
Morea, April 25th.
Kailan, May 6th.
Rajputana, May 23rd.
Prinze Line.
Chinese Prince, Feb. 21st.
Chinese Prince, March 18th.

Swedish East Asiatic Co., Ltd.
Nippon, March 7th.
Sumatra, March 14th.
Formosa, March 25th.
Wilk. Wilhelmsen, Oslo, Norwegian Africa and Australia Line.
Taifun, Feb. 28th.
Teneriffa, March 28th.

TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY Z.B.W. ON 350 METRES.

1.48 p.m.—Weather report.
7.48 p.m.—Evening weather report.
8 p.m.—Evening programme (Victor records).
10.10 p.m.—News bulletin.
10.30 p.m.—Close down.

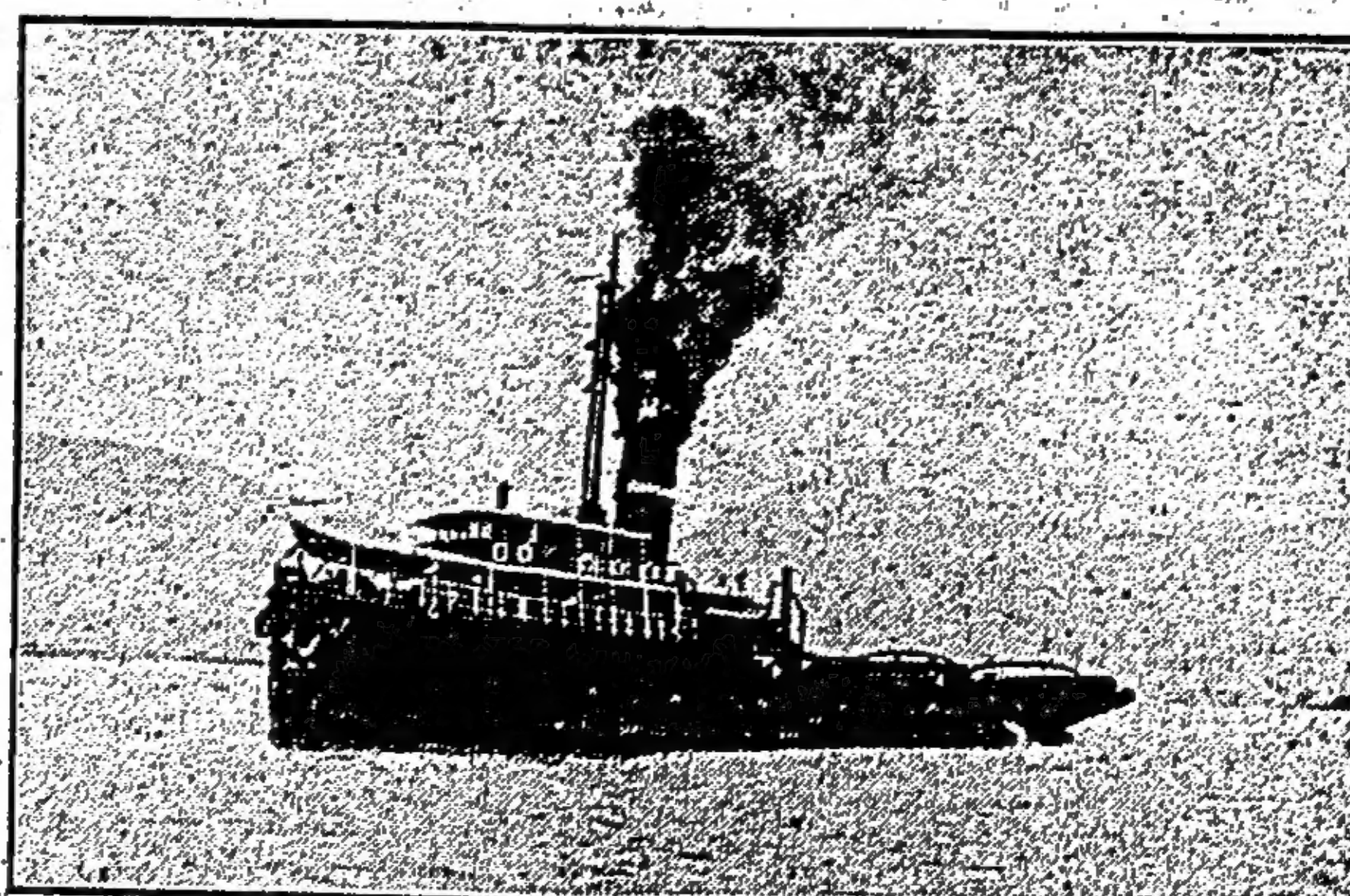
TELL THE SHROFF

to make out a Chit for \$7.50 and send it with your Home Address to 11, Ice House Street. In return, we will send you the Weekly Press for Six Months

THE HONG KONG & WHAMPOA DOCK COMPANY, LIMITED.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONG KONG.
Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron, Steel and Brass Founders, Forge Masters, Electricians.



Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engine and equipped complete by The Hong Kong & Whampoa Dock Co., Ltd., Hong Kong, for their own service, 1921. Length 165' B.P., Breadth 34' (m), Depth 17' (m), L.H.P. 2,000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Works.

Please address enquiries to the Chief Manager.

B. M. DYER, B.Sc., M.L.N.A., Kowloon Dock, Hong Kong.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"FOOSHING" "HOPSANG" "YATSHING" "HANGSANG"	Sun., 17th Feb., at 7 a.m. Wed., 20th Feb., at 7 a.m. Sun., 24th Feb., at 7 a.m. Wed., 27th Feb., at 7 a.m.
OSAKA via MOJI & KOBE	"NAMSANG"	Satur., 16th Feb., at 9 a.m.
YOKOHAMA via SHAI MOJI & KOBE	"KUTSANG"	Sun., 24th Feb., at 7 a.m.
STRAITS & CALCUTTA	"NAMSANG" "HOSANG"	Mon., 4th Mar., at 3 p.m. Thurs., 14th Feb., at 3 p.m.
SANDAKAN	"HINSANG" "MAUSANG"	Wed., 20th Feb., at Noon Satur., 9th Mar., at 3 p.m.
CANTON	"HOPSANG"	Wed., 13th Feb., at 5 p.m.
TIENTSIN	"CHIPSING"	Fri., 15th Feb., at 4 p.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.
GENERAL MANAGERS.

TELEPHONE: CENTRAL No. 215.

GLEN LINE.

FARE: HONG KONG TO LONDON £32.

To LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO

Steamship "GLENSHANE"	(via Oran) 12th Feb.
Steamship "CARDIGANSHIRE"	6th March
Motor Vessel "GLENGARRY"	8th April
Motor Vessel "GLENSHIEL"	1st May

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENAMOY"	(via Takao) 12th Feb.
Motor Vessel "GLENGARRY"	18th Feb.
Motor Vessel "GLENGARRY"	18th Feb.
Motor Vessel "GLENGARRY"	18th Feb.

For Freight, Passage and further Particulars, apply to

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.



FAR EASTERN PASSENGER & FREIGHT SERVICE

FARE FROM HONG KONG TO GENOA:

Cabin class ... £73. Intermediate class ... £48.

THROUGH BOOKINGS TO LONDON:

Cabin class ... £90.

NEXT SAILINGS TO EUROPE:—

Freight S.S. "Aldo"	...	departure 20th Feb.
Freight S.S. "Lahn"	...	departure 28th Feb.
Pass. S.S. "DERFFLINGER"	...	departure 9th Mar.
Freight S.S. "Roland"	...	departure 19th Mar.
Freight S.S. "Hain"	...	departure 31st Mar.
Pass. S.S. "SAARBUECKEN"	...	departure 6th April
Freight S.S. "Giesse"	...	departure 21st April

Passenger steamers sailing via Manila and Ports to Genoa, Rotterdam, Hamburg and Bremen.

Freight steamers sailing via Singapore and Ports to Marseilles, Rotterdam, Hamburg and Bremen.

NEXT ARRIVALS FROM EUROPE:—

SAILINGS TO SHANGHAI & N. CHINA (Passenger steamers)

JAPAN (Freight steamers)

Freight S.S. "Goettingen"	...	due here 28th Feb.
Pass. S.S. "SAARBUECKEN"	...	due here 18th Mar.
Freight S.S. "Travn"	...	due here 28th Mar.
Pass. S.S. "GOBLERZ"	...	due here 10th April
Freight S.S. "Pals"	...	due here 25th April

HONG KONG—NEW GUINEA

DIRECT SIX WEEKLY SERVICES FROM HONG KONG TO

RABAU, KULON, KALILI, WITU

CARGO TO SAMARAI, KAWIENG & MADANG, LOMBONG & SALAMOA
WILL BE ACCEPTED OR THROUGH BILLING WITH TRANSSHIPMENT AT RABAU.
NEXT SAILING: S.S. "BREMERHAVEN" ... departure about 20th Feb.

MELCHERS & CO.,

AGENTS, HONG KONG.

Telephone C. 6378. 3, Chester Road. Queen's Building.

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast High Class Coast Steamers. Sailings subject to alteration without notice.

FOR

SWATOW, AMOY & FOOCHOW

(Occupying 8 to 9 Days)

HAIYANG	Thursday, the 15th Feb., at 1 p.m.
HAICHING	Tuesday, the 19th Feb., at 2 p.m.
HAINING	Friday, the 22nd Feb., at 8 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
Round Trip Tickets will be issued from Hong Kong to Fuchow (Pagoda Anchorage) or vice-versa and Return by the same Steamer at the Reduced Rate of \$50.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,

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If you are going to Europe, why not use the uninterrupted service of the World's Greatest Travel System?

On the three separate legs of your journey—across the Pacific, across Canada, and across the Atlantic—this highly trained organization caters to your every need. Its servants are obliging, efficient, and thoughtful of your comfort; its ships, trains and hotels are among the world's best.

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FEBRUARY 13TH, 1929.

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G440, G443 VIA JAPAN AND BRATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

REINYO MARU Wednesday, 20th Feb.

SIBERIA MARU Wednesday, 6th Mar.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo & Suez.

SUWA MARU Saturday, 23rd Feb.

FUSHIMI MARU Saturday, 8th Mar.

HAZAKI MARU Saturday, 23rd Mar.

SYDNEY & MELBOURNE via Manila & Ports.

KAGA MARU Wednesday, 20th Feb.

TANGO MARU Wednesday, 20th Mar.

BOMBAY via Singapore, Penang & Colombo.

TAMBA MARU Tuesday, 19th Feb.

SEIYO MARU Sunday, 24th Feb.

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

BUKUYO MARU Saturday, 9th Mar.

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

KAWACHI MARU Monday, 4th Mar.

NEW YORK via PANAMA.

CALCUTTA MARU Tuesday, 19th Feb.

LIVERPOOL via Port Said, Genoa & Marseilles.

DELACOA MARU Wednesday, 20th Feb.

CALCUTTA via Singapore, Penang & Rangoon.

NAGANO MARU Friday, 15th Feb.

SHANGHAI, KOBE & YOKOHAMA.

SADO MARU (direct Nagasaki) Friday, 15th Feb.

KANAGAWA MARU (Moji direct) Saturday, 16th Feb.

HAKUSAN MARU Monday, 18th Feb.

NAGATO MARU Sunday, 24th Feb.

Relaxed 1st Class Excursion Rates quoted between Manila and Australia.

For further information, apply to—

NIPPON YUSEN KAISHA

Telephone: Central No. 292 (Private exchange to all Dept.).

Shipping News

Daily Statement, Waterfront News.
Vessels Expected, etc.

FREIGHT RETURNS.

FIGURES FOR LAST THREE DAYS.

The general cargo returns during the last three days showed imports well up to average and exceptionally heavy through freights. A total of 38,000 tons were discharged for Hong Kong, while 101,514 tons were carried through. British vessels contributed a fair amount to the returns.

Saturday's Statement.

Twenty-two arrivals and twenty departures were shown for the 24 hours ending Saturday 9 a.m., six arrivals discharged 9,481 tons, of which four British ships contributed 4,715 tons. The two best returns were from the s.s. Mekei Maru with 4,400 tons of coal from Maroran and Mekei, and the s.s. Hin Sang (British) from Sandakan with 3,992 tons. Cargo for through ports amounted to 39,729 tons, of which 11,853 tons were from four British ships. The two heaviest carriers were the s.s. Glenne (British) with 7,000 tons from Antwerp, and the s.s. Hakone Maru (Japanese) from Yokohama and Shanghai with 5,980 tons of general merchandise.

Sunday.

In Sunday's freight returns there were eight arrivals and twenty-three departures, of which five arrivals and seven departures were British. Six vessels discharged 6,880 tons of cargo for Hong Kong, of which four British ships contributed 5,135 tons. The two best returns were from the s.s. Kingyuen (British) from Singapore with 2,976 tons, and the s.s. Patroclus (British) from Liverpool with 2,008 tons. Cargo for through ports amounted to 19,069 tons. British ships contributed 11,490 tons. The best carriers were the s.s. Patroclus from Liverpool (5,660 tons) and the s.s. Talamba from Calcutta.

Yesterday's Returns.

Yesterday's freight returns showed fifteen arrivals and only one departure, the s.s. Hozan Maru for Swatow. Ten vessels discharged 10,031 tons. The two best returns were from the s.s. Havenstein (German) from Hamburg with 5,114 tons, and the s.s. Hiram (Norwegian) from Bangkok with 1,900 tons for ports beyond. Eleven vessels carried a very heavy total of 40,078 tons. The two best carriers were the s.s. Aldermin (Dutch) from Antwerp with 9,000 tons, and the s.s. Havenstein (German) from Europe with 8,950 tons of general cargo.

The Week's Freight Returns.

The total amount of cargo discharged at Hong Kong during last week (from 9 a.m. on Monday till Sunday 9 a.m.) amounted to 77,064 tons. This shows a decrease of about 25,000 tons against the previous week's total. Through freight, on the other hand, showed an increase of over 25,000 tons. The total amount carried through was 155,142 tons.

Arrivals and Departures.

The arrivals and departures during the three days—Saturday, Sunday and yesterday—were as follows:—

	Arr.	Dep.
British	17	16
French	1	2
Norwegian	4	8
Japanese	8	8
Chinese	5	4
German	2	2
Swedish	1	0
Danish	1	0
Dutch	3	1
American	4	3
Total	45	43

VESSELS EXPECTED.

Australian-Oriental Line.
Taiping, March 8th.
Changte, April 9th.

Bank Line.

City of Khartoum, Feb. 24th.
City of Guildford, March 2nd.
Rosier, March 2nd.
City of Delhi, March 17th.
City of Khioe, March 25th.

Ben Line.

Revenue, to-day.

Blue Funnel Line.

Autolycus, to-morrow.
Demodocus, Feb. 18th.
Sarpedon, Feb. 19th.
Bellerophon, Feb. 20th.
Euryades, Feb. 20th.
Icton, Feb. 21st.
Tyndarus, Feb. 24th.
Mendius, March 3rd.
Achilles, March 4th.
Agapenor, March 5th.
Antenor, March 7th.
Meriones, March 14th.
Protesilaus, March 19th.
Keeman, March 20th.
Patroclus, March 20th.
Ajax, March 27th.
Oana, March 28th.
Diomed, March 31st.
Pyrrhus, April 2nd.
Hector, April 4th.
Lamedon, April 5th.
Talthybius, April 9th.
Aphalion, April 14th.
Euryalus, April 20th.
Nelson, April 22nd.
Palus, April 24th.
Perseus, April 25th.
Dardanus, April 30th.
Aeneas, May 6th.
Rhexenor, May 8th.
Eumaeus, May 28th.

British-India and Apcar Line.

Talme, Feb. 17th.

Takada, Feb. 23rd.

Canadian Pacific Line.

Empress of Australia, to-morrow.

Empress of Russia, Feb. 21st.

Dodwell & Co.

Elavo, Feb. 18th.

Viminsle, Feb. 25th.

Dollar S.S. Line.

President Pierce, Feb. 15th.

East Asiatic Co., Copenhagen (John Manners & Co., Agents).

Australian, Feb. 18th.

Chile, Feb. 23rd.

Java, March 15th.

Eastern and Australian Lines.

St. Albans, March 4th.

Artaria, April 5th.

Glen Line.

Glenagarry, Feb. 18th.

Glenapp, March 4th.

Cardiganshire, March 6th.

Glenahel, March 16th.

Hamburg-America Line.

Havelland, Feb. 23rd.

Ermland, Feb. 27th.

Leverkusen, March 3rd.

Burgeland, March 10th.

Ruhr, April 2nd.

Vogland, April 13th.

Java-China-Japan Line.

Tjikembang, Feb. 18th.

Tjondart, Feb. 18th.

Tjimonok, Feb. 20th.

Tjikboet, Feb. 25th.

Tjikarang, Feb. 27th.

Tjialak, March 6th.

Tjikini, March 10th.

Massageries Maritimes.

Sphinx, to-day.

Andre Lebon, Feb. 26th.

General Metzinger, Feb. 26th.

Portos, March 12th.

Chenocaux, March 23th.

Athos II, April 9th.

D'Artagnan, April 23rd.

DAILY WATERFRONT NEWS.

PASSENGER TRAFFIC.

The passenger traffic returns for the month of January 1929 are now to hand and are as follows:—

Ocean Going 48,440 31,298

River Steamers 85,873 94,889

Junks and Launches 2,268 3,083

139,581 149,269

It will be noticed that in all three sections the departures exceed the arrivals. This reflects the Chinese New Year season when a great many local Chinese leave the Colony to visit their native towns and villages.

S.S. Kiochow Arrives.

The small West River steamer s.s. Kiochow, which has been aground on the second bar below Wuchow for several days arrived here and was taken in hand at the Sham-shuipo docks for general survey and refit.

Arrivals for Docking.

The Butterfield & Swire vessel Kanchoo arrived here from Canton in ballast and went to the Taikoo Dockyards for her annual overhaul. The s.s. Hydla (Norwegian) also arrived from Manila in ballast and was taken to the Taikoo docks.

The s.s. Sun Sai Kai (Chinese) from Wuchow was docked at Sham-shuipo.

Rough Weather.

The master of the s.s. Malacca Maru (Japanese) arriving here from Yokohama and Moji reports having encountered very heavy seas and a gale. The vessel shipped a great deal of water.

Deaths At Sea.

The s.s. Svala (Norwegian) arriving from Singapore and Hoibow reports that three deaths occurred during the voyage. The bodies were buried at sea. The s.s. Talamba (British) from Calcutta and Singapore also reports a death from heart failure.

Taikoo's Tug Returns.

The Taikoo Dockyard Company's tug Taikoo returned to Hong Kong at noon on Saturday from Moji Point. The tugboat was despatched to the assistance of the Japanese steamer Ashihara Maru which was reported aground in the Hainan Straits.

Asiatic Deck Passengers.

Twenty vessels brought 1,371 Asiatic deck passengers to the Colony during the three days, Saturday, Sunday and Monday 9 a.m.

Nippon Yusen Kaisha.

Nagano Maru, Feb. 14th.
Sado Maru, Feb. 14th.
Hakusan Maru, Feb. 17th.
Calcutta Maru, Feb. 18th.
Kanagawa Maru, Feb. 18th.
Nagato Maru, Feb. 18th.
Shinyo Maru, Feb. 18th.
Kaga Maru, Feb. 19th.
Delagosa Maru, Feb. 20th.
Suwa Maru, Feb. 22nd.
Bokuyō Maru, Feb. 23rd.
Seiyo Maru, Feb. 23rd.
Rangoon Maru, Feb. 25th.
Lima Maru, Feb. 27th.
Genoa Maru, Feb. 27th.
Awa Maru, March 2nd.
Haruna Maru, March 3rd.

Norddeutscher Lloyd, Bremen.
Aida, Feb. 20th.
Goettingen, Feb. 28th.
Saarbrücken, March 13th.
Trave, March 23th.
Coblenz, April 10th.
Piala, April 25th.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.
SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ELLERMAN LINE

"CITY OF PEKIN" London, Rotterdam, Amsterdam & Hamburg 9th March
"CITY OF KHAOTUM" London, Rotterdam, Amsterdam & Hamburg 9th April
"CITY OF DELHI" London, Rotterdam, Amsterdam & Hamburg 9th May

NEW YORK, BOSTON & BALTIMORE AMERICAN AND MANCHURIAN LINE
"CITY OF GUILDFORD" via Suez Canal 22nd March

ALSO AGENTS FOR

ANDREW WEIR & CO.

BOSTON, NEW YORK & BALTIMORE AMERICAN & ORIENTAL LINE
"MYRTLEBANK" via Suez Canal 16th February
"ELMBANK" via Suez Canal 26th February
"NAIRNBANK" via Suez Canal 2nd April

MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE
"TINHOW" 15th April
Loading for Mauritius, Bourbon, Dolagosa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mosel Bay and Capetown.

Through Bill of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinda, Inhassane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Namibia Bay, Walvis Bay and Madagascara.

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GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL PORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"KASHGAR"	9,008	18th Feb, Noon	Marseilles, London and Hull.
"MAEDONIA"	11,120	2nd Mar.	Marseilles and London.
"KHIVA"	9,185	15th Mar.	Marseilles, London and Hull.
"PADUA"	5,907	18th Mar.	Mars, Lion, Hull, A'werp, B'dm [a Hamburg
"KHYBER"	9,114	23rd Mar.	Marseilles, London and Hull.
"MALWA"	10,980	30th Mar.	Marseilles & London.
"MIRZAPUR"	5,715	1st Apr.	Straits, Colombo and Bombay.
"NALDERA"	18,088	13th Apr.	B'bay, Mars., & London.
"KASHMIR"	9,128	20th Apr.	Marseilles and London.
"MANTUA"	10,944	27th Apr.	Bombay, Marseilles and London.
"NAGPURE"	9,283	4th May	Mars, Lion, A'werp, B'dm, H'bug
"KASHMIR"	9,289	11th May	Marseilles, London and Hull.
"MOBEA"	10,983	25th May	Bombay, Marseilles and London.
"LAHORE"	9,252	1st June	Mars, Lion, A'werp, B'dm, H'bug
"KALYA"	9,144	8th June	Marseilles and London.
"JEYPORE"	5,318	15th June	Mars, Lion, A'werp, B'dm, H'bug
"RAJPUTANA"	18,568	22nd June	Bombay, Marseilles & L'don.
"KASHGAR"	9,008	8th July	Marseilles and London.
"KASHMIR"	16,801	15th July	Bombay, Marseilles and London.
"KHYBER"	9,114	22nd Aug.	Marseilles and London.
"MALWA"	10,980	17th Aug.	Bombay, Marseilles and London.
"KASHMIR"	9,128	31st Aug.	Marseilles and London.
"MOBEA"	10,983	14th Sept.	Bombay, Marseilles and London.
"MANTUA"	10,944	28th Sept.	Bombay, Marseilles and London.
"KASHMIR"	9,289	12th Oct.	Marseilles and London.
"KALYA"	9,144	26th Oct.	Marseilles and London.

* Cargo only.
Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
"TAKLIWA"	7,336	14th Feb, 11.30	Singapore, Penang & Calcutta
"TAKADA"	6,946	25th Feb. (a.m.)	do.
"TALAMBA"	9,018	10th Mar.	do.
"TALMA"	10,000	18th Mar.	do.
"SANTHA"	7,764	11th Apr.	do.
"TILAWA"	10,006	20th Apr.	do.

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
"TANDA"	6,958	1st Mar.	Manila, Sandakan, Tharabau, Island, Townsville, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,500	30th Mar.	do.
"KARAFURA"	6,000	2nd May	do.
"TANDA"	6,958	31st May	do.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Ulsu, Oahu, Kolambugan, Tawao, Timor, Durbin, or other ports en route as indicated.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The E. & A. S.S. Co.'s Steamers to London via Suez Canal.
The E. & A. S.S. Co.'s Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship
